

PEKING PLEDGES COLLIERY TO GET LOAN FROM JAPAN

New Agreement For Y.
3,000,000 From Feng-
tien Is Signed

ON USUAL TERMS

Japanese Will Control Pen
Hsi Holdings In Case
Of Default

AMERICANS HIT

Manipulation Of Exchange
In Manchuria Will Force
Hongks To Quit

Reuter's Pacific Service

Peking, June 15.—The loan agreement which was signed on April 22, 1918, between the Fengtien Bureau of Finance and the Chinese Republic begins:

(1) The amount of the loan is Y.3,000,000, which is to be paid over seven days after signature of the agreement.

(2) The loan is contracted solely for the readjustment of the reserve of the Provincial Government Bank of Manchuria. It must clearly be understood that it will be used for no other purpose and if it is used otherwise payment of the principal and interest will be immediately demanded.

(3) Both payment and redemption of the loan shall take place in Mukden.

(4) The issue price shall be 95.

(5) Half the loan shall be repayable with interest in two years and the remainder in three years. Extensions may be granted after two months notice with Japanese sanction. The Chinese undertake to pay the Japanese on April 22, 1919, and April 22, 1920, two and one-half percent of the amount of the loan then outstanding. No payment of principal will be required within these dates.

(6) Interest on the loan shall be at the rate of six and one-half percent.

(7) Interest shall be payable semi-annually.

Colliery Shares Security

(8) The security of the loan is all the shares in the Pen Hsi Colliery Company held by Fengtien Province. Should the value of silver depreciate, or the business of the company which is pledged prove to be insufficient security, the Japanese shall demand additional security, which demand cannot be disobeyed or delayed.

(9) With regard to the foregoing clause, a copy of the agreement signed between Ta-Tsang Hsi Pa Lang and Han Kuo-chun, Commissioner of Foreign Affairs in Mukden, as well as all other official correspondence relating thereto, must be handed to the Japanese.

(10) Before the agreement is concluded, the Chinese must declare that the security aforesaid has not been hypothecated for other loans and will not be pledged or ceded in future.

(11) Should the Chinese be unable to discharge this best on the expiration of the stated periods, the Japanese shall adopt suitable methods to secure control of the security stipulated in Clause 8 and the profits thus derived shall be applied to the repayment of the principal and interest of the loan.

(12) In the event of the Japanese taking over the security through the inability of the Chinese to discharge the debt, and should the security prove insufficient to cover the payments of principal and interest, the Chinese shall pay the deficit in ready money.

(Signed) Wang Yung Chiang,
Hsiang Si Chun Hsiung,
Manager of the Mukden Branch
of the Bank of Chosen.

American Hongks Hit

As \$2,000,000 of the loan is deposited with the Bank of Chosen under Japanese control, the Japanese are protected against loss if the Provincial Government Bank of Manchuria becomes insolvent.

The Specie Redemption Service ceased on May 13, resulting in an immediate depression of the quotations for local notes and inflation of the Peking dollar, the exchange of which reached 175, whereas the authorities of the Bank of Chosen fixed an arbitrary rate of 120 and, calculating that any higher rate represents loss, draw on the above fund of \$2,000,000. Accordingly, in consequence the Japanese are able to undersell all competitors and reap a rich harvest by securing quantities of subsidiary coinage apart from the ordinary commerce. Both the British-American Tobacco Company and the Standard Oil had to suspend sales on this account. The former has returned business on a silver yen basis, but the latter refuses business, considering that it is not profitable under present conditions.

Germans Mourning A Loss Of Commerce With U.S. After War

Teuton Trade Being Eradicated
Permanently Enemy Pa-
pers Just Discover

(American Wireless To Reuters)
Washington, June 14.—Despatches received here state that newspapers in Cologne, Berlin and other places in Germany admit that German holdings and influence in the United States are being eradicated by war measures, and gloomily forecast the post-war loss of German trade with America.

The Koelnische Volks Zeitung says that after the war Germany will be unable to enter America.

SICILIAN CAPTAIN HERO OF MOTORBOAT ATTACK

Directs Italian Small Craft Ag-
ainst Austrian Destroyers
And Dreadnaughts

(Reuter's Agency War Service)

London, June 13.—A despatch from Venice states that the two Italian ships which torpedoed two Austrian battleships were motorboats whose crews only total thirty men. One was commanded by Captain Rizzo, a Sicilian, who was an officer in the mercantile marine before the war and who has distinguished himself by numerous acts of daring during the war, including the torpedoing of the battleship Wien in Trieste Harbor. The other motorboat was commanded by a midshipman.

In an interview Captain Rizzo said that he was cruising among the Dalmatian Islands when he was astonished, thirty miles southeast of Pola, to see a column of smoke. He changed course in that direction and saw an enemy squadron. There was no time to wonder why the enemy had come out but, thinking he would never get such a chance again, he ordered the midshipman to do as he thought best and himself made straight for the enemy. The enemy did not see or hear Captain Rizzo's boat, which slipped in between the second and third escorting destroyers. As he passed the former sighted him, blew alarm whistles and began firing shells, which passed overhead. Captain Rizzo was already through the line and only 500 feet distant from the battleships. He discharged his torpedoes, one of which struck level with the funnels and the second further aft. Both exploded.

An Austrian destroyer tried to ram Captain Rizzo's vessel, thinking that it carried no weapons, but Captain Rizzo dropped a depth charge, which did not explode. A second depth charge was more effective and the destroyer, badly hit, rose in the sea and rolled like a drunken man. Captain Rizzo slipped away, dodging the third destroyer, and escaped. The whole affair lasted twenty minutes.

Meanwhile the midshipman's boat attacked the rear of the convoy and fired two torpedoes at a battleship. One missed but the other hit her full in the stern.

Sixteen hours later Italian aircraft saw masses of drifting wreckage. Aircraft which have visited Pola report that only one dreadnaught is there, compared with four previously.

ROBBERS AND SOLDIERS BATTLE IN N. KIANGSU

Several Killed And Over A Score
Wounded Near Tsing-
kiangpu

China Press Correspondence

Tsingkiangpu, June 13.—Fighting between the tufei and soldiers has been continuous north of here for the past week with no apparent decision on either side. As an evidence that the soldiers have really been trying to do their duty, the General Hospital here has twenty-three wounded soldiers at present and the local army Red Cross Hospital also has a number, and a number of soldiers have been killed and brought in. They claim a larger number of tufei have been killed and that they are getting more scattered. Six weeks ago two thousand were reported at Tsong Hsin, ninety li from here.

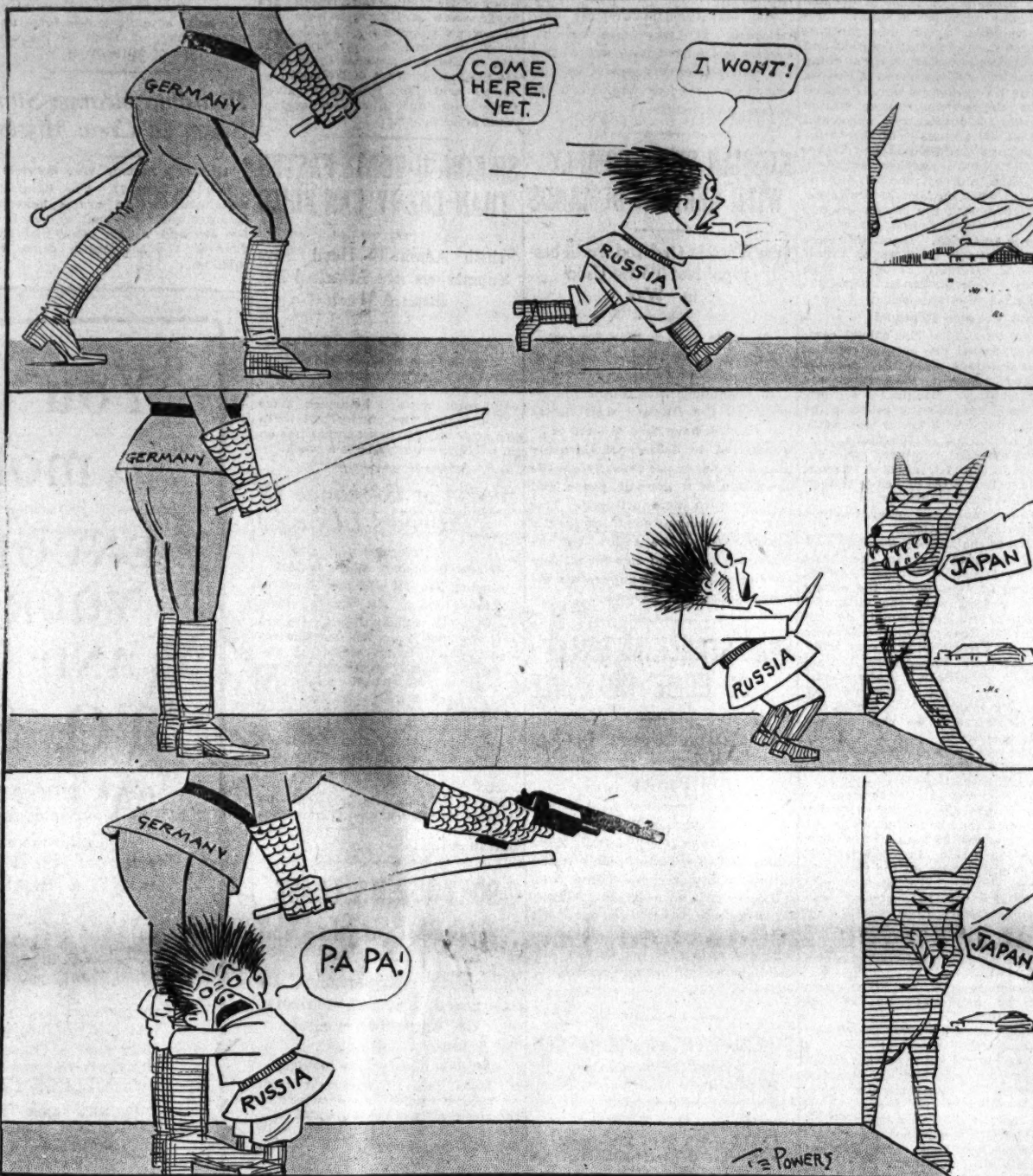
The recent fighting has done a great deal to strengthen the feeling of the soldiers against the robbers and we are hoping they will have the courage to continue fighting until the latter are completely scattered.

The harvest is being gathered and the hearts of the people are happy for the crop will be an excellent one and the weather is ideal for harvesting.

MAIL CLOSES TOMORROW

A mail for the United States, Canada and Europe via an American line ship will close at the United States Post Office at noon tomorrow. This mail is due to reach the Pacific coast by July 9 or 10.

The Situation At A Glance By Tom Powers



RUSSIAN PARTIES PLOT TO OVERTHROW SOVIETS

Minimalists And Monarchists
Unite, Despite Differences, To
Oust Rival Faction

(Reuter's Agency War Service)

Moscow, June 5.—It is semi-officially declared that the counter-revolutionary plot includes both the Minimalists and the Monarchists, the latter favoring the restoration of the monarchy by an understanding with Germany, and the Minimalists wishing the resumption of the alliance with the Western Powers. Notwithstanding the divergence of views, both parties have agreed on a common platform with the object of overthrowing the Soviets. The central figures of the plot are General Dvorkin and General Savinkoff. The plot aims to isolate the Ural region from Central Russia, compelling the Soviets to capitulate owing to lack of supplies. Cossacks under reactionary officers are holding themselves in readiness in the East.

U.S. SHIPYARD WORKERS BREAK MORE RECORDS

Drive 220 Piles With Total
Length Of 14,260 Feet
In Nine Hours

(Reuter's Agency War Service)

New York, June 14.—Two hundred and twenty piles, with a total length of 14,260 feet, were driven in nine hours at a great Atlantic Coast shipyard now being built. The previous record was 165 piles.

Another world record is claimed by a Texas yard engaged in building large, standard-size, wooden ships, which erected 79 frames in 30 hours and 35 minutes. The previous record was 44 hours.

Automobiles are being used in a Pacific shipyard rushing rivets to hammerers who, attaining speed hitherto unknown, require great supplies.

Australian Wool Clip Bought Up By Britain

Whole Growth Taken For
Duration Of War And
Year After

(Reuter's Agency War Service)

London, June 13.—A telegram from Melbourne states that the Imperial Government has purchased the whole of Australia's wool clip for the period of the war and a year afterwards.

The first two clips involve a sum of £100,000,000. This is the largest wool transaction in the history of the world and ensures the commercial and financial stability of Australia.

Melbourne, June 13.—Expert Committees formed by the Federal Repatriation Department are inquiring into the question of starting new industries for returned soldiers, including the construction of cement houses and the manufacture of telephone instruments.

Mr. W. A. Watt, Acting Premier, has informed the Ministers of Agriculture of the various States that the Commonwealth is unable to undertake to guarantee the 1919-20 wheat crop but guarantees 4/4d per bushel for the 1918-19 crop.

REACTION TRIUMPHS IN THE PRUSSIAN DIET

Vote On Equal Suffrage Bill
Shows Complete Domina-
tion Of Junkerdom

(Reuter's Agency War Service)

London, June 13.—Yesterday's vote on the Suffrage bill in the Prussian Diet signifies the triumph of conservatism and the death blow of the promised democratization of the Prussian Parliament.

The Socialist Deputies derided the Government's talk of dissolution, saying that the Government were merely Hindenburg's puppets.

Honor Bishop Graves On 25th Anniversary

Head Of American Church Mis-
sion Here Presented With
Motor Car

Bishop Frederic R. Graves of the American Church Mission on last Friday completed his 25th year as Bishop of the Missionary District of Shanghai and the event was marked by a celebration at Jessfield.

An early communion service was held in the morning and Evening Prayer in the Pro-Cathedral at 4 p.m., when the Church was crowded with members of the mission and with Chinese workers and friends. There were many members of the Chinese clergy in the chancel, the service being conducted by them and the sermon preached by Bishop Graves himself.

After the service a reception was held in the library of St. John's University when the Bishop received the congratulations of his many friends. The Rev. T. H. Tai, representing the Chinese clergy and laity, made a speech reviewing the Bishop's twenty-five years of service and presenting him with a splendid gold Bishop's cross. The foreign members of the Mission then presented the Bishop with a Ford automobile, the presentation speech being made by Dr. F. L. Hawks Pott.

ALLIED GAS BARRAGE BETTER THAN GERMANS

Have Greater Supplies And Use
Them More Effectively,
Says U.S. Chief

(American Wireless To Reuters)

Washington, June 14.—The Chief of the United States Chemistry Bureau stated to the Senate Committee that the Allies now excel the Germans in the employment of the gas barrage. He said that the Allies possess greater supplies and use them more effectively. Their gas masks are also better than those of the Germans.

SIKH CONSTABLE SHOT BY ARMED ROBBER

Is Wounded In Running Fight
After Coolie Is Killed By
Bandits

Armed robbers shot and killed a coolie in a Chinese shop on Ichang Road last night and wounded a Sikh constable in a running fight between the robbers and Gordon Police Station reserves who afterwards turned out to search the country for the bandits. The robbery took place about 8.30 o'clock.

Six men, armed, entered the store and without warning shot a coolie as he was leaving the store with his purchases. The robbers succeeded in getting some money and goods but no details could be obtained from the police last night.

The shots attracted a crowd, word was sent to the Gordon Road Station and the reserves were turned out. The robbers sought refuge in the country, but a party of Sikh and Chinese saw one. The robber shot a Sikh through the neck and escaped.

According to the Police Hospital, the constable was not seriously wounded.

Police were scouring the country in the neighborhood of the robbery all night, but no arrests are expected until today.

U.S. MAY CALL UP MEN 18 TO 45 YEARS OLD

Age Limit For Service May Be
Changed To Add
17,000,000

(American Wireless To Reuters)

Washington, June 14.—Members of the Military Congress said today that Congress will consider making the military service age-limits eighteen to forty-five, instead of the present limits of twenty-one to thirty-one, thus adding seventeen million to the ten million men now registered. This would provide an army of fifteen million.

ALLIED CAPITALS OPTIMISTIC OVER BATTLE OUTLOOK

Increasing Certainty Ger-
mans Are Checked Eases
Tension In London

ENEMY IS PINNED

His Troops Are Held In
South, Making Other
Moves Impossible

30 DIVISIONS LOST

300,000 Casualties Paid
For An Advance Of
Five Miles

(Reuter's Agency War Service)

London, June 13.—There is a growing tone of optimism in the newspapers as it becomes clearer that the Germans have been checked.

They have certainly compelled the French to withdraw from the northern end of the salient on the left bank of the Oise, including Carlepont Wood and Plateau, but the French have retained a strong belt of territory north of the Aisne and it is to threaten this from the rear that the Germans have launched their new attack south of the Aisne on a not very wide front. At the same time the Germans, balked in their efforts to reach Compiègne by a frontal attack, hope to attain their objective by this outflanking attack. Compiègne is still eighteen miles west of the scene of the new operations, with the Forest of Compiègne intervening.

Enemy Communications Threatened

French military experts point out that the French left wing threatens the enemy's communications in the centre more immediately than the German left wing threatens Compiègne, while the Germans have lost thirty divisions in obtaining a maximum advance of eight kilometers. They admit there will probably be more hours of anxiety and point out that the driving in of the enemy's center has always been the favorite tactics of von Hindenburg and hence the region of the Aisne must be carefully watched.

As already pointed out, the limited success of the German offensive on Sunday, the heavy losses suffered by the enemy and the vigor of the French counter-attack sharply distinguish the present from the battle in March. A favorable feature of the new development is the general tendency of the fighting to rivet an increasing proportion of the German resources in the south. There is now no talk of a more formidable German stroke in another direction. The German Minister of War in the Reichstag yesterday boasted that the battle was already won and that General Foch's reserve has been wiped out, but this is not supported by facts for there are still great obstacles like Villers-Cotterets Forest to be overcome while the line of the Allies has been stabilised and the character of the fighting is apparently changing in their favor. General Foch indeed appears to have the situation well under control.

Counter-Attack Succeeds

Reuter's correspondent at French headquarters wiring yesterday reported:

Our counter-attack yesterday between Courcelles and Belloy was delivered just as the Germans were assembling for an attack. Consequently their positions were held very strongly and the fighting was very bitter but the French infantry, supported by tanks and British and French air-squadrons, overmatched the numerically superior enemy. Battleplanes flew in front of our infantry spraying the Germans with bullets at the height of a few score yards while bombing machines attacked the enemy concentrations in the rear. The losses of the Germans owing to their overcrowded front were very heavy. Their strength indeed was remarkable; four divisions were identified on a front of 3,500 yards.

In the center the enemy continues at heavy cost to push his way, yard

by yard, down the valley of the Mats, where the abundance of small woods and broken ground afford maximum protection against machine-gun and artillery fire.

Our troops further west pursued their progress on the plateau into the valley below. This position in which the enemy believed himself to be firmly established forty-eight hours ago was very important for his position in the center. It overlooks the valley of the Mats and commands the junction of the main roads from Montdidier and Beauvergne at Cuvilly, through which enemy troops and supplies for the front-line in the river valley must pass and also the junction of the Senlis and Compiègne roads, on which the enemy depends for his advance southwards. The French thus overlook the German center. This must already have greatly embarrassed the enemy.

New Attack On Alsace

East of the Oise the Germans developed a new attack on both banks of the Alsace, starting from the line of Mouilly-sous-Touvent-Ambly-Cutry-Dommiers and fronting the Oise. Evidently the enemy intends to march along both banks of the Alsace, skirting Villers-Cotterets Forest on the north and to drive the French not merely out of the wooded rallent north of the old Franco-German front in 1914 and also out of Ourscamp, Carlepont and Montagne Forest, but also out of the much larger Aigle Forest between the old front on the Alsace and possibly out of the still larger Compiègne Forest immediately south of it. There is no indication at present that he will be able to carry out his program.

German Claim Of Prisoners

A German official communique reports:

Strong French counter-attacks southwest of Noyon broke down with very heavy losses. Over 60 armored cars are lying on the battlefield. Our prisoners now total 15,000 and we have captured 150 guns. The enemy has captured some of our guns.

We attacked southward of the Alsace and drove back the enemy beyond Cutry and Dommiers, cleared the enemy out from the neighborhood of Savieres and took 1,500 prisoners.

The American official communique issued today reports:

We captured the last German position in Belleau Wood yesterday afternoon, taking 30 prisoners.

Heavy attacks made by the enemy today on a front of one-and-a-half miles on the line Belleau-Bouresches were preceded by an intense artillery bombardment which completely broke down, leaving our positions intact. The enemy losses were severe. Last night our airmen effectively bombed the stations of Dommarcy and Baroncourt, northwest of Metz. All our machines returned.

Enemy Gains Recaptured

Reuters correspondent at French headquarters reports this afternoon: Along the Meuse our counter-attack pushed back the enemy with the result that we recaptured this morning the whole of the gains made by the enemy yesterday. Our infantry have cleared out the last remnants of the enemy from Melecourt, on the south bank of the Matz.

Between the Alsace and Villers-Cotterets forest the enemy, attacking on a front of four miles, crossed Dommiers Plateau and obtained a footing on the west side of the ravine separating from Montigny and the Mont-Fontaine Plateau. Although markedly inferior in numbers, the French are resisting gallantly and the enemy's progress is slow and costly. So far the enemy has engaged five divisions in this battlefield, of which two are fresh. At present the attack is apparently only a large diversion made with the object of drawing our reserves from the main battlefield west of the Oise, where since Tuesday the enemy has had consistently the worst of the fighting.

On the 11th the enemy sought by a general attack in great force to transform the terribly costly successes of the first two days fighting into a decisive victory. This intention was followed by a French counter-attack which broke up his preparations and restored to us an important series of positions. Thus the enemy's whole front was thrown into a state of confusion on the third day and on the following day he merely attempted local attacks without result. If today passes without fresh efforts, we may conclude that for the present the enemy has had enough and that the army which stopped the first rush in March can claim the honor of bringing this third onslaught to a standstill.

The object of the enemy in this battle was the possession of the forests barring the approaches to Paris on the north. This Battle of the Forests will be remembered as another victory for the French Command and the indomitable French infantry.

Reuters' correspondent at French headquarters wiring yesterday further reported:

The importance of the role of our air service in the battle is daily increasing.

During today's fighting our light bombardment squadrons performed the unprecedented feat of attacking German heavy gun batteries in action and silencing them by killing or scattering the gunners. In the Picardy offensive our fighting planes repeatedly attacked the enemy field-gun batteries with their machine-guns but the silencing of heavy batteries by bomb attacks from the air is a new achievement in the war.

Gen. Haig's Reports

Field Marshal Sir Douglas Haig reported this morning:

We carried out a successful day-night raid yesterday southeastward of Arras, inflicting heavy casualties on the enemy, brought back a trench-mortar and destroyed two other.

In local operations during the night we advanced our line a short distance at little cost and with the capture of a number of prisoners, southwestward of Meris.

Southward of Dickebusch Lake the French improved their positions in the

neighborhood of Ridge Wood and took thirty prisoners.

Field Marshal Sir Douglas Haig reports this evening:

A successful operation in the neighborhood of Meris yesterday yielded us 48 prisoners, 6 machine guns and a trench mortar.

Aviation.—Our squadrons on the French front destroyed 15 enemy aeroplanes. Some fell in flames and others broke in the air. One British machine is missing.

On the British front we destroyed 5 German machines and drove down two out of control. Two British machines are missing.

We dropped 22 tons of bombs during the daytime on various targets, including a ton on a junction and also the railway at Courtrai and Armentières and Chaulnes, a dump at Bapaume and the docks at Bruges. Many heavy bombs were dropped on the Metzablon railway station and sidings during two successful raids on the afternoon of the 12th.

Today a squadron attacked Treves station, while another squadron dropped a ton of bombs on the factories and stations at Dillingen. Simultaneously the factories and station at Hagendangen were subjected to an attack. Direct hits were observed on two furnaces at Dillingen. A German aeroplane was destroyed and two driven down. One British machine is missing.

German Counter-Repulsed

Paris, June 13.—The official communique issued this evening reports: The Germans powerfully counter-attacked between Courcelles and north of Mery. Caught by our fire, they were compelled to retire to the starting point with heavy loss, without approaching our positions.

The material captured in our attacks on the 11th included 10 guns, of which four were of heavy caliber, and numerous machine guns.

The day has been quiet between the Oise and the Alsace. South of the Alsace the enemy continued his drive between the Alsace and the forest of Villers-Cotterets. Repulsed at most points, the enemy gained a footing in the village of Laversine. All his attempts to debouch from Coevres and to advance west of Verte-Feuille Farm completely failed. The enemy did not renew his attacks in the afternoon.

The Germans for a moment penetrated our lines north of Corcy, but were ejected, and we restored our positions entirely. There was lively artillery in the region of the Ourcq and in the direction of Champlatt and Lapontelle. The front was quiet elsewhere.

Our bombing squadron yesterday dropped 15 tons of projectiles on the battle zone and 25 tons on the night of the 12th-13th on cantonments, convoys and troops on the march in the enemy rear. We bombed also the villages of Riquebourg and Reuss-sur-Matz, and the regions of Roze and Guignecourt. Several fires were observed.

Sixteen enemy aeroplanes were killed or disabled. Thirteen enemy machines were killed by gunfire during the first week in June.

The official communique issued yesterday afternoon reported: The enemy did not renew his attack between Montdidier and the region of Antheuil. We consolidated our positions.

On our right a counter-attack enabled us to throw back the enemy. On the northern bank of the Matz we recaptured the height Croix Tilard and the village of Melococ. We took 100 prisoners and some machine-guns.

Fighting continued violently between the Alsace and the forest of Villers-Cotterets. The Germans progressed as far as the ravine east of Laversine and, after a desperate struggle, obtained a footing in Coevres and St. Pierre Aigle.

The enemy violently attacked on the front Bouresches-Belleau Wood. The American troops shattered the attack, inflicting heavy losses on the enemy, and entirely maintained their gain.

Germans Repulsed By

Americans With Losses

(American Wireless To Reuters) Washington, June 14.—General Pershing reports that the Germans were repulsed with heavy losses while attacking northwest of Chateau-Thierry. The Americans took the furthest edge of Belleau Wood and fifty more prisoners, and also successfully bombarded Domary railway station.

American airmen attacked twelve German Albatrosses, destroying two and losing one aeroplane in a spectacular battle.

The War Cross has been awarded to 108 Americans for valor.

War Office Criticised By Reichstag Deputies

Correspondents' Reports From Front Called Nonsense For Home Consumption

(Reuters' Agency War Service) Amsterdam, June 13.—In the Reichstag yesterday much criticism was levelled at the War Office.

The practice was denounced of affording subscribers to the War Loan favored treatment with regard to military leave.

War correspondents' reports were ridiculed. It was asserted that soldiers at the front have written that the correspondents' nonsense was intended for home consumption and was becoming intolerable.

RUSSIAN SHIPS COMPLY WITH GERMAN DEMANDS

War Vessels Ordered To Sebastopol Not To Be Used In War

(Reuters' Agency War Service) London, June 13.—(By wireless). A Russian official message reports:

In compliance with Germany's demand all the Russian warships at Novorossiysk have been ordered to be transferred to Sebastopol, Germany promising not to use them before the conclusion of a general peace and then to return them to Russia. This was a fundamental condition for the cessation of hostile action on the Ukrainian front and also for all further negotiations and agreements between Russia and Germany.

SNAG STRUCK IN DRAFT OF HOME RULE BILL

One Measure Drawn Up But Is Rejected By All Parties

(Reuters' Agency War Service) London, June 13.—The Daily News states that the Government's drafting committee for the Home Rule bill is making no progress. A draft bill was prepared at the outset of the Committee's proceedings but was not accepted by any of the Parties, and the Government has no proposals to offer.

U-BOAT OFF U.S. COAST HAS BRITISH STEAMER

Submarine Accompanied By Captured Ship, Say Survivors Of Torpedoed Vessel

(Reuters' Agency War Service) London, June 13.—A telegram from New York reports that survivors of the steamer Pinar del Rio stated that the German submarine which sank her was accompanied by the British steamer Wellington (5,600 tons).

Two enemy mines have been destroyed within ten miles of North Cape.

150,000 Tons Of Steel For Japan From U.S.

(American Wireless To Reuters) Washington, June 14.—The War Industries Board has allotted 150,000 tons of steel to the Japanese Government.

TOKIO APPOINTMENTS

(Reuters' Agency War Service) Tokyo, June 14.—Mr. Takashi Nakamura, Director of the Commercial Bureau of the Foreign Office, has been appointed Minister of the Argentine.

Consul-General Han'bara succeeds Mr. Nakamura, who will not start for his new post till October.

Harbin, June 14.—General Nakashima, of the Japanese Army, left Harbin for Tokyo this afternoon. Yesterday a banquet was given in his honor by the Far Eastern Committee of the Society for the Salvation of the Motherland, assisted by the Russian and Japanese Consuls.

FLAG DAY CELEBRATED

(American Wireless To Reuters) San Francisco, June 14.—This is National Flag Day. The emblem was honored with ceremonies throughout the country. The holiday was patriotically observed by thousands of schools. Stores here sold all their flags.

HOLLAND'S PERIL FROM GERMANY EMPHASISED

May Wake Up Any Day To Find Itself Invaded, Says French Paper

(Reuters' Agency War Service) Paris, June 12.—Le Temps, in an article headed "Holland's Danger," says that with German trains running over the Roermond Line and the concessions the German possesses in the Venloo district, together with the other means of invasion at the disposal of Germany, the Dutch are never sure when they go to sleep that they won't wake up to find a German army encamped in their midst.

It was to France's greatest interest to see the independence of Holland respected and her prosperity given every opportunity for free development after the war.

SINKING U-BOATS FASTER THAN ENEMY CAN BUILD

British Admiralty Head Says Submarines Are Attacked 70 Times A Week

(Reuters' Agency War Service) London, June 13.—Sir Eric Geddes, interviewed by a representative of Le Petit Parisien, said we had undoubtedly sunk more submarines since January than the enemy had built. We attacked German submarines on an average seventy times a week.

Basis For Exchange Of Prisoners Discussed

(Reuters' Agency War Service) London, June 13.—In the House of Commons today Mr. Evelyn Cecil asked: "As exchanged prisoners are liable to fight again, will the Government refrain from concluding any agreement with Germany on the basis that the starved British prisoners in Germany are, man for man, equivalent to the better fed German prisoners in Great Britain, especially as such an arrangement would not only be unfair but would encourage further cruelties to future British prisoners in Germany?"

Mr. J. F. Hope replied that the British delegates to the Hague Conference were fully alive to these considerations.

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U.S. Labor Federation Pledges Its Loyalty

Americans Will Give Wholehearted Support To Wilson In Prosecution Of War

(American Wireless To Reuters) St. Paul, Minn., June 14.—President Samuel Gompers, for the National Convention of the Federation of Labor, has telegraphed President Wilson: "We wish to express our determination to give wholehearted support to the Government in the war to establish the principle of freedom and assuring peace among the nations. We pledge our loyal support and service until human freedom shall be the common right of all peoples."

Boarding Steamer Sunk Seven Of Crew Missing

(Reuters' Agency War Service) London, June 13.—The Admiralty announces that an armed boarding steamer was torpedoed and sunk on the 5th and seven men, including four of the mercantile crew, are missing.

DUTCH HOLD UP SHIPS IN AMERICAN PORTS

Vessels Filled With Food Instructed By Owners Not To Sail

(Reuters' Agency War Service) Washington, June 3.—The Dutch steamers Stella (2,818 tons) and Java (4,382 tons), which some time ago were authorized to load cereals for Holland, have completed their cargoes and are ready to sail but the owners for some reason have instructed them not to sail. This action unfortunately delays the measures taken by the American Government for the relief of Holland's immediate and urgent food shortage, owing to which the American Government undertook to assemble bread and cereals at convenient ports of embarkation so that shipments could be made without delay.

Besides the cargoes of the Stella and the Java, 15,000 tons more have been awaiting transportation to Holland at American ports for ten days and as much more has since been arranged to be ready whenever steamers arrive to load it.

The War Trade Board today authorizes the Dutch steamer Ceylon (4,999 tons), which is under contract to return from the Dutch Indies to

the United States, to make a trip from Java to Saigon and return with a cargo of rice to Java before fulfilling her engagement. This concession is made at the request of the Netherlands Charge D'Affaires, M. de Beaufort, owing to shortage of food stuffs in Java.

The War Trade Board has also considered the interest of another Dutch Colony and has agreed to facilitate the shipment of a cargo of flour from the Argentine to Dutch Guiana. This in addition to the shipments of flour which have been authorized from the United States to Dutch Guiana and Curacao.

POINCARÉ TO WILSON

(Reuters' Agency War Service) Paris, June 13.—On the occasion of the anniversary of the arrival of the first American troops in France, President Poincaré telegraphed to President Wilson:

"The Allies are at present passing through the hardest hours of the war but the rapid formation of the new American units and the incessant increase of maritime transport are unflinchingly conducting us towards the day when the equilibrium will be re-established and the balance swing in our favor. The Allied armies will take a decisive revenge on the enemy and, by their common victory, lay the foundation of a peace corresponding to the principles you have solemnly laid down."

You fathers and mothers of families

ENCOURAGE YOUR BOYS AND GIRLS TO SAVE



"AS THE TWIG IS BENT SO THE TREE WILL GROW," an old saying that has lost none of its moral through the years. Children are very impressionable, GUIDE them along the paths of thrift. In years to come it will save them and you MANY A HEART PANG.

START A SAVINGS ACCOUNT for each of your children, ENCOURAGE them to add to it the small sums you give them from time to time. Let them see for themselves how their modest savings GROW into a snug little sum each year. These savings may in the years to come prove the nucleus to a COLLEGE EDUCATION.

In any case it's SPLENDID TRAINING for your boys and girls; OPENS THEIR EYES to

the value of money; makes them APPRECIATE the sacrifices you're making for them.

It would mean a lot to this community to have all our children grow up with a FULL APPRECIATION of their duty to themselves and others.

THRIFT, as is demonstrated time and again, is the SOLID ROCK upon which to build character, success and happiness.

The American-Oriental Banking Corporation

15, NANKING ROAD, SHANGHAI.

216 New Savings Accounts Opened—Is yours one of them?

LANE, CRAWFORD & CO., LTD.

Our Summer Sale commences

Monday, June 17th

Great Bargains in the Furnishing & Drapery Departments

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"The Top Notch of Scotch"
An ideal beverage, soft and delicate, and of exquisite flavour.

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Connoisseurs proclaim it mellow, exhilarating and beneficial.

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Are Built To Give Service
and "Service" They Give

Send your Old Tires To Us—We will Vulcanize Them.

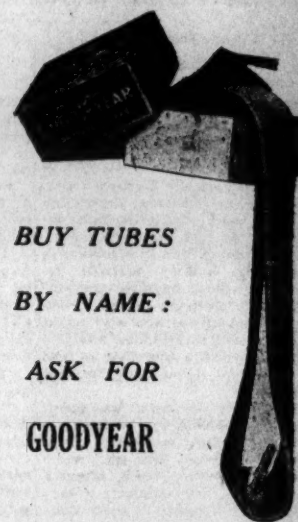
We Give Service To Tire Owners

Call at Our Service Station

4 THE BUND

OR

'Phone Central 608

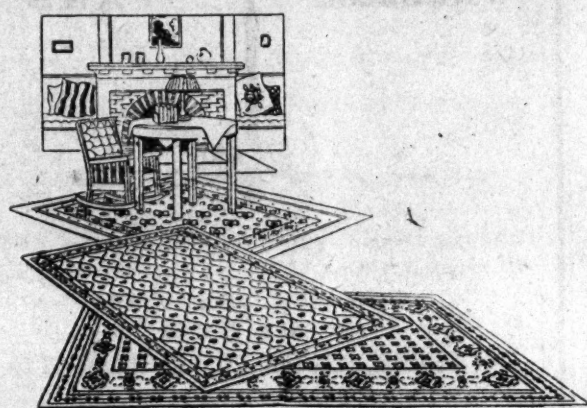


BUY TUBES

BY NAME:

ASK FOR

GOODYEAR



CONGOLEUM ART-RUGS

WHAT ABOUT YOUR FLOOR?

One look at the display of Congoleum Art-Rugs will solve your floor covering problems.

You will admire the dainty design and pretty colouring.

Then the wide range of patterns will please you.

These Rugs are Washable, Waterproof, Sanitary.

Call at Your Dealer.

CONGOLEUM

BY THE YARD

Here is the floor covering that combines low price with real beauty and durability—as compared with printed Linoleum, which it resembles. Congoleum is more durable and more attractive, yet the price is less. The large variety of designs including Tile, Matting, Floral and Conventional Patterns make it suitable for every room.

CONGOLEUM RUG BORDERS cannot be told from Polished Quartered Oak when laid to a Rug.

All Patterns Now on View

at

YOUR DEALERS



CONGOLEUM RUGS.

IDEAL FOR THE LIVING ROOM.

Congoleum Rugs have aided in solving what was a perplexing problem to many house wives—How to make the living room cheerful at moderate cost.

Congoleum Rugs are made by a new and wonderful process.

They do not fade in the sun, lie flat without fastening and never "Kick up."

THEY ARE WATERPROOF.

Ingersoll Radiolites

TELL TIME IN THE DARK

The hands and figures of Ingersoll Radiolites are thickly layered with a new substance containing Genuine Radium. This substance glows brightly in the dark and lasts for ten years or more. Outdoors at night, or in the bedroom the Ingersoll Radiolite is a great convenience. Just double as useful as a Watch that shows time only in the daylight.

Five models to select from including a wrist Radiolite and one in a white case to stand on the Bureau:



Waterbury
Radiolite

See them at your Dealer



Midget
Radiolite

Leading Importers of

METALS Nails, Tinplates, Bars, Angles, Sheets, Plates, Zinc Sheets, etc.
INDUSTRIAL Caustic Soda, Chlorate of Potash, Acids, Dyes, Tanning Materials, Rosin, etc.
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Human Senses Deadened By Inferno Of Crashes During Artillery Attack

Gunners, Stripped to Waist, Load and Fire As Rapidly
As Possible—German Lines Hidden By Smoke
And Debris of Swiftly Bursting Shells

By A 'Garrison Gunner'

Succeeding battles have shown more and more the paramount importance of the heavy howitzer in modern warfare. The article below was written with the object of conveying a picture of the daily life of a siege battery on the Western front.

The guttering candle on the switch board table shed a flickering light inside the battery commander's post—a dugout from which the officer in charge of the battery controls the firing. The officer on duty, snatching an hour's sleep on his camp-bed in the corner, stirred now and again uneasily; a rat scuttled to and fro behind the wooden boarding of the walls; outside a distant gun boomed occasionally.

In the battery outside all was quiet, the four great howitzers, looming in distinct under their tarpaulin covers in the camouflaged gun-pit, were deserted; the crews, tired after a midnight shoot, in response to a sudden call, were sleeping in their dugouts; only the gas sentry paced ceaselessly to and fro. The night was just emerging into dawn, and already a pinkish streak had appeared in the east. Now and again came a faint "pop!" as a Verey light went streaking up from the enemy's trenches a couple of thousand yards away, hung a minute in the sky, and then glided slowly to earth again, illuminating everything with a strange, unreal light. A frog croaked from some forgotten pool, an early bird piped a note or two.

Aeroplane Calls

In the wireless dugout the operator is already on the alert, a receiver clamped to each ear, ready to pick up the delicate signals tapped down from the air by the fingers of the observer.

Suddenly he sits up with a jerk, and picking up a telephone lying at his elbow, shouts:

"Aeroplane calling up, sir," says the operator in the B. C. post. And the officer is out of bed in a trice.

"Action!" he shouted to the corporal, who has suddenly appeared at the entrance to the dugout, megaphone in hand, and then darts over to the map table to work out the latest weather corrections.

"Action!" bellows the megaphone, and in a minute the battery is alive with men. The covers are whipped off the guns, camouflage dragged back from the muzzles, breeches

opened and sights tested.

"No. 1 ready to load, sir! No. 2 ready to load, sir! No. 3 ready to load, sir! No. 4 ready to load, sir," sink out the numbers in rapid succession.

"Anatol, full charge, load!" comes back the answer.

Simultaneously up run four pairs of brawny gunners, shell tray between them; the hundred-pound projectile is slipped into the breach.

"Home!" roared the numbers 1 (the name given to the N. C. O. in charge of the gun), and with a clang the shell is rammed in, cartridge follows, and the breach is swung to; four bayonets are fixed and the four firing numbers take the strain on the cord, and stand there, tensely waiting the order.

By this time the day has fully dawned. Overhead our aeroplane is flying round the battery in great circles, dropping lazily; a gentle breeze springs up, rustling the long grass in the shell holes.

Ready For Business

"Put out the signal that we are ready to fire," telephones the operator to the wireless man, and a breathless runner rushes from the dugout and does the needful.

A moment's pause, and then the aeroplane suddenly turns and flies off away from the battery, heading straight for the target—a cunningly concealed German gun position. The observer's fingers are busy with the key of his instrument, tapping, "Fire, fire, fire!"

"Fire, No. 1!" shouts the corporal. "No. 1, fire!" repeats the man in the gun-pit. The lanyard number heaves his shoulder, a scratching noise follows as the tube is fired, one great reverberating roar. The gun has belched forth its mass of metal, whose screaming flight is audible as it rushes to the target, some five miles away.

Up aloft, the observer is watching; suddenly, some 200 yards in front of the target, he sees a little cloud of dust spit up, followed by a puff of whitish smoke. Turning, he flies back and:

"Minus 200 and line!" taps out his little key.

"Minus 200 and line!" repeats the wireless operator to the B. C. post, and:

"No. 1, drop two degrees!" roars the megaphone.

Shoot is over.

Seven o'clock and the shoot is over. The aeroplane has signalled

French Town Is Camouflaged



A French town near Toul, north-west of which lies the principal American sector of the battlefield. The picture shows how the streets are camouflaged to deceive the enemy aviators.

that it is going home and that the shooting has been splendid. Several O. K.'s (as direct hits are termed in gunners' parlance) have been scored, and the gunners, having cleaned up guns and gun-pits, troop off to the cookhouse.

Meanwhile the officer and his two telephonists, despatched at dawn from the battery, are making their toll some way to the O. P. (or observation post). At 8 o'clock that morning a daylight raid is to take place and every battery taking part must have an observer, placed in some point of vantage from which he can command a view of the objective and regulate the fire of his guns accordingly.

The half-ruined cottage—one of a dozen running along the white road—gashed every few yards by yawning shellholes, seem deserted; doorless, roofless, with gaping breaches in the walls where enemy shells have torn their way in. Through the shattered doorway runs a jumble of wires, each pair labelled with little squares of wood bearing in indelible pencil various letters.

A notice board, nailed to a shutter, bears the inscription, in crude red letters: "O. P. Keep Away!"

Up on the top floor a thin shaft of sunlight creeping through a narrow slit in the wall facing the enemy illuminates the dusty interior of the

room. Plaster and laths, shaken down by repeated concussions, lie thickly on the floor, while the great timbers shoring up the walls cross from side to side. A narrow plank, fixed on two uprights, serves the observing officers as a seat, and on a shelf are his field glasses and stopwatch.

"Ten minutes to go!" he says at length, turning to address his telephonist, sitting on the floor, his instrument perched on his knees.

"Just test the battery line once again."

"Hello, battery! Oh, there you are at last! Line all right? Everything O. K.?"

"Line O. K., sir!"

Peering through the slit, the officer has the whole panorama of the front before his eyes.

The double line of trenches snake away into the distance on either hand. The steel-shattered terrain of No Man's Land between is strewn thickly with barbed wire and is ploughed up with countless shell holes. Farther back he can see the enemy's support and reserve lines, bristling with concrete "pill boxes" and sand-bag forts.

Two minutes to go—one minute to go—up!

Big Guns Speak

Then suddenly there comes one vibrant, crashing repetition of sound

as the batteries open out in the intense barrage. The German trenches disappear behind a thick veil of smoke and dust. The crack-crack-crack of the field guns, the thud-thud-thud of the howitzers, the whistling and rushing of the shells—all combine in one great inferno of sound that deafens the ear and stupefies the senses.

Half-past eight and the raid is finished. A thin stream of khaki figures comes back across No Man's Land, some supporting wounded between them. The observing officer rushes to the phone.

"Raiding party coming back—barrage back on Boche front line."

And immediately, the wall of explosive, which, while our men have been in the enemy's front line, has danced fitfully up and down his support and reserve trenches, comes sweeping back and wipes out half a dozen machine guns, which their crews were mounting in frenzied haste to fire upon the retreating raiders.

And the next morning the communiqué states:

"A successful raid was carried out upon the enemy's trench system north of Beaucouville. Prisoners were captured and machine guns destroyed."

At evening peace reigns over the battery. Here and there little groups of men stand about and gossip.

Suddenly a distant roar of firing breaks out and men stir uneasily, looking toward the front line, where already a wall of smoke has formed, drifting across the landscape.

"Officer wanted on the telephone at once!" suddenly shouts the telephonist from the B. C. post, and over rushes the Major, who has been chatting with a group of men.

"Right division front heavily attacked. SOS at once, please!" runs the message.

"SOS" is shouted by half a dozen men, and in a twinkling the guns are uncovered and loaded. Rapid fire is the order of the day.

Then:

"Moderate the pace a little" comes the message, and the news quickly spreads that the attack is weakening. "Cease fire!" comes at last, and the "show" is over. The men troop over to the cook house.

WHY TAKE SALTS

or other disagreeable gripping purgatives, when Pinkettes, the dainty little gentle-as-nature laxatives, do all that is necessary.



dispel constipation, biliousness, sick headaches, liverishness, clear the complexion and purify the breath.

Of chemists, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 98 Szechuen Road, Shanghai.

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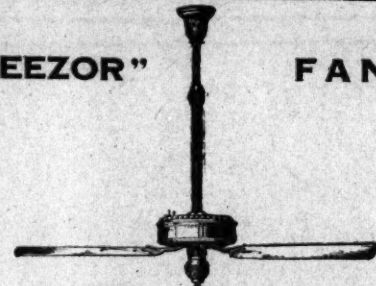
Sold by the Best Druggists and Stores
Wholesale Depot, 8 Nanking Road, Shanghai.



Doctor's Opinion in China:

"In cases of persistent vomiting after chloroform or from other causes it has sometimes been the only food that the stomach could retain."

"FREEZOR" FANS



CEILING FANS WITH OR WITHOUT LIGHTS
DESK AND OSCILLATING FANS, THREE SPEEDS

FOR ALL VOLTAGES
IN ALL SIZES

THE GENERAL ELECTRIC CO. (OF CHINA), LTD.
(SHANGHAI, HONGKONG, HANKOW, LONDON.)

TELEPHONES: 1608 & 1606
TELEGRAMS: "GENELECTRIC."

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SHANGHAI.

WEEKS & CO., LTD.

ANNUAL SUMMER SALE WILL COMMENCE

On MONDAY, the 17th of June, 1918

and some of the bargains are listed below

LADIES' SHOES Sale Price from 50 cts. per.	HAMMOCKS Sale Price \$5.50	LADIES' BATHING SUITS Sale Price from \$1.50 each	MAIDS' STOCKINGETTE BATHING SUITS Sale Price from \$1.00 each
CHILDREN'S WHITE COTTON VESTS Sale Price 3 for 40 cts.	LADIES' WHITE COTTON VESTS Sale Price 35 cts. each	RAT TRAPS Sale Price 4 for \$1.00	LADIES' UMBRELLAS Sale Price from \$3.00 each
SUMMER DRESS GOODS marked at low prices to clear	FLY TRAPS Sale Price 50 cts. each	CANVAS SUIT CASES British Made \$4.00 each	LADIES' BLOUSES Sale Price from 50 cts. each

BRITISH LABOR SITUATION IS BEST SINCE THE WAR

Not A Single Dispute In Country And Men Working Splendidly

(Reuter's Agency War Service)
London, June 13.—It is understood that the War Cabinet is gratified concerning the industrial situation, which is better than at any time of the war. There is virtually not a single dispute in the country and the men are working splendidly.

FRANCE SUPPORTS AIMS OF BRITISH DOMINIONS

(Reuter's Agency War Service)
Paris, June 13.—Commenting on the meetings of the Imperial War Cabinet L'Eclair says that everyone in France appreciates the honor and devotion with which the British Colonies, including Africa, Canada and Australia, have contributed in every shape and form their material and moral assistance to the Mother Country in the struggle of the Allies against the power of Germany. Accordingly the French people will unanimously approve such new measures as may be adopted with a view to giving further force and importance to this assistance.

London, June 13.—H. R. H. the Maharajah of Patiala, representing the Princes of India at the Imperial War Cabinet, interviewed by a representative of Reuter's Agency, said that, speaking on behalf of the ruling princes, what India has done was only a foretaste of what she will do in defense of the common Empire.

India today was surer than ever of the very great justice and humanity of the Allied cause and was proud to take her full share in the great work of removing from the world its greatest menace.

German propaganda had been active in India, but India would have none of it. There was no country in the Empire where the British rule was more valued and loved than in India and it was absolutely essential for the welfare of India. Recruiting was very satisfactory, and it would be still more satisfactory and all requirements would be fully met.

With regard to any menace to India, owing to the Russian debacle, India is quite ready to do everything necessary to prevent the introduction of German influence, political or commercial, and to maintain the integrity of our borders. We can also rely, in that connection, on the promise of His Majesty the Amir, who has already afforded such convincing proof of the loyalty of his word.

Exercises Saturday At Baptist College

Shanghai Institution Will Have Commencement Program On June 22

The Shanghai Baptist College will hold its commencement exercises next Saturday. Beginning from 8 o'clock in the morning, there will be a program including exhibitions by the Christian Home Club, athletic events, jugglery, a Chinese play and an illustrated lecture by Dr. John Y. Lee, of the Chinese Y.M.C.A., given in the new Haskell Gymnasium.

Dinner will be served between noon and one o'clock and tea at 5 o'clock. The commencement exercises and the conferring of degrees will take place between 3 and 5 o'clock in the afternoon. A pageant will conclude the program.

Italian Envoy Takes Irredentists Home

Minister To Peking Leaves For Japan To Put Them On Transport

(Reuter's Pacific Service)
Peking, June 15.—The Italian Minister, Baron Allotti, has left for Japan with 174 Irredentists. From Japan they will proceed homewards on an American transport.

The Premier visited Baron Allotti yesterday evening and numerous Chinese and foreign officials were present at the station to bid him farewell.

The Japanese are giving the party a special train through to Japan.

Japanese Astronomer Also Finds New Star

(Reuter's Pacific Service)
Tokio, June 14.—The astronomer, Mr. Shida, who went to Torii Island to observe the recent eclipse of the sun, reports that he discovered a new star in the constellation Aquila.

Japanese Editor In U.S. To Study Conditions

(Reuter's Agency War Service)
Seattle, Wash., June 14.—Mr. Hisao Ogawa, editor of an Osaka newspaper, has arrived to study war conditions. He congratulated the United States on entering the conflict, and added: "This war will establish liberty, equality and a place in the sun for all nations."

RED CROSS CONCERT IS GIVEN IN SOOCHOW

\$187 Is Raised By Sale Of Tickets For Benefit Recital

China Press Correspondence
Sochow, June 14.—Last Wednesday evening, a Red Cross benefit concert was given in the Laura Haygood School Chapel. Miss Myra B. Olive kindly took the responsibility of arranging the program which proved a splendid success, both in its rendition, and in the proceeds which accrued from the sales of the tickets, to the amount of nearly \$187.00.

A Red Cross "atmosphere" was created in the very first number, "Keep the Home-Fires Burning," sung by a chorus of children, who also sang beautifully "Over There" as a concluding number.

The chapel had been transformed into a "mock-theater," providing "boxes," "dress circle," "parquet" and "general admittance" seats and Red Cross decorations suitably provided. Below, is given the entire program. Special mention should be made of the work done by the accompanist, Mrs. O. C. Crawford. The pieces of the soloists seemed to be at their best and the encores they had to answer gave testimony of the appreciation of the audience. Those who worked up this concert deserve great credit for this splendid contribution to the Red Cross and to a music-loving audience as well.

- PROGRAM
1. "Keep The Home-Fires Burning" Chorus of Children
 2. (a) "When Song Is Sweet"..... Gertrude Sou Bouci
(b) "In A Garden"..... C. B. Hawley
Mr. D. L. Sherertz
 3. "Merrill's Song" from Oberon..... von Weber
Mrs. W. B. Nance.
Miss Olive W. Lipscomb.
Miss Myra Bancroft Olive.
 4. "Camouflage"..... Roland Pertwee
Mrs. E. V. Jones.
 5. (a) "Macushla"..... Macdormott
(b) "A Perfect Day" C. Jacob-Bond
Mr. Sidney J. Harris
 6. "Happy Days"..... Strelitzki
Mrs. Nance and Miss Olive.
Intermission of Ten Minutes.
 7. (a) "Serenata"..... Tosti
(b) "From The Land Of The Sky-Blue Water"..... Cadman
Miss Lipscomb.
 8. "Aunt Elinor's Hero"..... Selected
Mrs. Jones.
 9. "If Music Be The Food Of Love" J. Clifton
"Over Hill, Over Dale"..... T. Cook
Miss Olive.
 10. (a) Presto from Sonata in F..... Mozart
(b) Romanza in A Flat..... Mozart
Miss Mary Cline
 11. "Three Merry Men"..... Shakespeare
Misses Olive and Lipscomb
and Mr. Harris.
 12. "The Reason"..... Teresa Del Reigo
Mr. Harris.
 13. (a) "I would That My Love"..... Mendelssohn
(b) "I Know A Bank" Shakespeare
Misses Lipscomb and Olive.
 14. "Over There"..... Chorus of Children

Soochow Music Pupils Give Capable Recital

China Press Correspondence
Sochow, June 14.—This afternoon, at the home of Mrs. W. B. Nance, the pupils of Miss Myra B. Olive gave a recital before their parents and a few guests. The program is given below, and in the performance of it, interest was added by stories of the operas represented, recited by the children who performed. The playing of these selections reflected great credit on Miss Olive, and her year's work with the children. Program:

- 1.—Martha "Ah! So Pure!"...Flotow
Dorothy Snell, Lura Snell
- 2.—Rigoletto "Selection".....Verdi
Francis Dean Nance
- 3.—Bohemian Girl "Selection" Balfe
Margaret Whiteside
- 4.—Cavalleria Rusticana "Selection" Mascagni
Yates McDaniel
- 5.—Tales of Hoffman "Barcarolle" Offenbach
Mary Cline, Gertrude Gee
- 6.—Il Trovatore "Selection".....Verdi
Dana Wilson Nance
- 7.—Fantasia.....Mozart
Mary Cline
- 8.—Linda Di Lammermoor "Sextette".....Donizetti
Mary Cline, Gertrude Gee

Dr. Macklin Given Farewell In Nanking

China Press Correspondence
Nanking, June 14.—Despite a heavy rain a large crowd of foreigners and Chinese assembled at the Y.M.C.A., this afternoon to honor Dr. W. E. Macklin. The occasion was a farewell reception given by the officials and gentry of the city. Numerous addresses were delivered by representatives of the governors and other officials by representatives of the educational forces and gentry. These gentlemen spoke in a very happy and appreciative manner of Dr. Macklin's long and valuable services to the people of Nanking and China.

Especially sincere and emphatic was the reiterated desire that despite Dr. Macklin's 32 years of service in China he might be able to return after a happy and well earned furlough. Dr. Macklin and family are leaving Shanghai on the 22nd inst.

Belgian Diplomat Gets Audience In Tokio

(Reuter's Pacific Service)
Tokio, June 14.—M. Destree, the Belgian Minister to Russia, who is here on his way home, was received in audience by H.I.M. the Emperor today.

Britain Better Off For Food This Year

Trials Of Last Winter Won't Be Undergone Again, Commons Is Told

(Reuter's Agency War Service)
London, June 13.—On the eve of the completion of Lord Rhondda's first year as Food Controller, Mr. J. R. Clynes, the Assistant Food Controller, in a statement to press representatives at the House of Commons said that, although a future shortage of certain articles which must be transported long distances might occur, the country would never again have to undergo the period of trial and suffering of last autumn and winter. In none of the belligerent countries were the civil populations so composed and assured with regard to the food situation as in Great Britain. We had done very much better in half-a-year than Germany, with all her boasted organising ability, had done in two years.

HIRE CARS

\$3.00 Per Hour
\$1.00 Minimum

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GETZBEST CANNED FRUITS
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GETZBEST SOLID PACKED TOMATOES
GETZBEST PEAS
GETZBEST CORN
GETZBEST SUCCOTASH
GETZBEST LIMA BEANS
GETZBEST STRINGLESS BEANS
GETZBEST COVE OYSTERS
GETZBEST DRY SHRIMP
GETZBEST LOBSTERS
GETZBEST SALMON
GETZBEST HAWAIIAN PINEAPPLE
GETZBEST TOMATO CATSUP
GETZBEST CALIF. RIPE OLIVES
GETZBEST QUEEN OLIVES
GETZBEST STUFFED OLIVES
GETZBEST CALIFORNIA OLIVE OIL
GETZBEST CHERRIES IN MARASCHINO
GETZBEST CLEAR & COMB HONEY
GETZBEST JELLY AND PRESERVES
GETZBEST PORK AND BEANS
GETZBEST TAPIOCA
GETZBEST CONDIMENTS
GETZBEST SEEDED RAISINS
GETZBEST CURRANTS
GETZBEST SPICES
GETZBEST ROASTED COFFEE
GETZBEST FLAVORING EXTRACTS
GETZBEST SYRUP



GETZBEST CANNED FRUITS
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GETZBEST SPICES
GETZBEST ROASTED COFFEE
GETZBEST FLAVORING EXTRACTS
GETZBEST SYRUP



Getz Bros. & Co. of the Orient, Ltd., Shanghai

Smiles from the Mixed Court

It was a lonesome hour and Teepoo Road presented a long vista of sealed shopfronts and inanimation. Thus the C.P.C. and Ng Hwo-zoo, debouching into it, gravitated together quite naturally. Or maybe the C.P.C. added a bit in the conjunction. Anyway he opened the conversation.

"It's very early in the a.m.," he suggested pleasantly.

"Ng agreed that this was indeed so. "Whither away at this ghostly period?" continued the C.P.C., just to keep the jolly little conference going.

"Why," rejoined Ng, "it so happens that I am but now returning to my humble res., having just collected my garments from the washery hard by."

"And this bulksome bundle which you bear: this belike will be your minion of the law, poking the package coquettishly with his night stick."

"Even so," agreed Ng. "Contained herein are the seven articles of wear which serve at times to deck my person. A small wardrobe, but mine own."

"I pine to gaze upon this here trousseau," enthused the cop, and without waiting for the other's consent he ripped open the bundle and spilled a mixed, oh, very mixed, collection of thirty-two (count 'em, 32) separate and individual garments upon the roadway.

From the pile the C.P.C. selected at random a mysterious looking garment and dangled it before the popping eyes of Ng, fixing the goggle-eyed one meanwhile with a stern and disapproving glare. Ng buried his blushing face in his hands, muttering in an unconvincing sort of way:

"Those are my sister's."

They proved that Ng had no sister and at last, in extremities of mortification, he broke down and admitted that he had burgled the bundle of feminine frippery from a house at 223 Fokien Road. Being of tender years he was assigned to a bunk in the reformatory, which the same he will warm of nights for the next four years.

Considerable Argument
Bearing signs of grievous usage Ching Nyl-kwang took up his stand in the witness box and deposed as follows, to wit:

He had been at peace with the whole world and none but pleasing thoughts were circulating through his reveries when Woo Ah-ching had busted in with a disturbing request for a loan of money. He had promptly refused. Whereupon Woo had promptly opened up an offensive that made Mr. Hindenburg's affair seem like a Seminary flag-rush in comparison. As witness these scars and bruises.

Mr. Kaung Ah-loh, likewise decorated with cuts and abrasions, then mounted the stand and gave testimony of a similar tenor, varying the final details as viz: he, seeing the eruption which followed his friend Ching's demurrer, had strode—or tridden—forward and plead for arbitration. And look what had happened to him!

Woo admitted the application for the loan and said he would even go so far as to express a belief that there had been a quarrel after Ching had turned him down. But beyond that—nothing. There had been merely argument and during the argument Ching and Kaung had fallen down and hurt themselves to the extent of the scars exhibited.

The Court regarded Woo as if to say, "Well for the love of Mike, is this the best you've got in your repertoire?" and then made him a proposition. The proposition being that Woo should pay the Court \$10 or go to jail for ten days.

The Busy Little Rascal

Tsung Ts'au-sh showed up with an engaging smile at the home of Tsami Kabyashi one morning and said that he was pinch-hitting, or subbing if you don't care for the b.b. lingo, for an ailing houseboy. He gave the houseboy's name, told about the freckle on the left ear of same and otherwise established himself as the genuine and only understudy to the missing member of the staff. The family received him to its bosom, as it were, and told him to get busy about the domicile. Which he did, gathering together \$35, a gold ring and a green vase and departing for points south in remarkably industrious style. However, a neighboring cook saw and recognised him and he was traced to his lodgings where he was found disguised behind a pair of blue spectacles. All the loot was recovered, except \$3, which represented the outlay on the spices, and Tsung was ordered to take a three year course in advanced ethics at the village reformatory.

Dutch Craft Is Sunk By U-Boat Unwarned

(Reuter's Agency War Service)
Ymuiden, June 12.—A Dutch lugger named the Helena has been sunk by a submarine near the Dogger Bank. Three of the crew were killed.

Correspondence

Methodist Schools and
Pro-Germanism
Editor, THE CHINA PRESS

Dear Sir:—There has been as you know a great deal of criticism and indignation among those who are loyal to the allied cause at the intense pro-Germanism in the Methodist College at Kiukiang, as well as in the Methodist Schools throughout the province of Kiangsi.

This pro-Germanism was fostered by the former principal of the College, and took deep root in the minds and conduct of the Chinese teachers, students and graduates of the Methodist schools throughout this province.

I am greatly gratified to have learned that the loyal Americans in the Methodist Mission in Kiangsi, with the co-operation of two very prominent Methodists, Bishop Welch of Seoul and Dr. Gamewell of Shanghai, have taken the matter up in a most stringent manner. These two gentlemen with American representatives of the Methodist College and schools met in Nanking a few days ago, and the subject of pro-Germanism was most carefully investigated. A committee was appointed to go to the American Consulate in Hankow, and another was appointed to go to Fuchowfu to investigate pro-Germanism there.

The present principal of the Methodist College, Mr. Schaefer was then catechised, and he was asked by the committee to inform them whether he believed heartily in the Allied cause, or whether he was pro-German. He stood up in the Committee room at Nanking, and declared his unqualified allegiance to the Stars and Stripes, and his belief in the principles for which the U.S. is fighting. Yesterday morning, Mr. Schaefer made a public speech before the entire student body in Kiukiang, stating just where he stands, and also what the school must stand for. It is the firm belief among the Methodist missionaries in Kiukiang, that no matter what his feelings were in the past, he will now be absolutely loyal. He is dealing very strenuously with the Chinese teachers in the school, most of whom have been very pro-German in the past, and he is employing measures, with the approval of his colleagues to put a stop to pro-Germanism.

Of course all in Kiukiang, both in the mission as well as out of it, know that the Kiukiang Methodist College has been most poisonously pro-German.

It will be a great relief to the allies in Central China to know that Dr. and Mrs. Kupfer will most probably be cleared out of the mission. The charges against Dr. Kupfer have been of such a grave nature, that the State department has taken the matter up, and it is gratifying to hear that he will probably no longer be permitted to take up work for the Methodists. The American Methodists in Kiukiang mean business. If pro-Germanism cannot be stamped out of their schools in Kiangsi, they will not hesitate to close up the schools. I cannot do better than to quote the words of an American in the Kiangsi mission in relation to this serious business:—"The Methodist Church stands for the President and the country and for the principles for which the boys in France are shedding their blood. And Kiangsi is pro-German not because of the Church, but in spite of it. Now we mean either to change or wipe it out." Yours for the Allied Cause.

Albert S. Tenney, M.D.
Kiukiang, June 11, 1918.

Dr. Gamewell is still in Nanking, being expected to return to Shanghai early this week, and we are informed that his trip was taken for the purpose of dealing with the matters stated in the above correspondence.

Books for British Troops

The British Postmaster desires to acknowledge with thanks the receipt of books, magazines, etc., from Messdames W. E. Wilson, Mopkins, V. Loan, P. A. Jamieson (Tongshan) S. V. Neill, Osborne, John Palmer, (Ningpo) S. A. Ransom, W. B. Ellerich, Messrs. Butterfield and Swire, Reid Evans and Co., Asiatic Petroleum Co., British Postal Agent Tientsin, Messrs. F. L. Marshall, E. Hayim, R. H. Gaskin, A. S. P. White-Cooper, H. H. Read, R. Macdonald, A. E. C. Hindson, C. Moller, A. Louis Moller, T. Mellows, Augustus C. Godby, J. Hays, "E. H." and "Anon."

The following letters have been received:

Alexandria, April 24, 1918.

The Postmaster,
British Post Office, Shanghai.

Dear Sir:—I have much pleasure in forwarding you a copy of a letter received from the Chairman of the United Services Welfare which distributes the books and literature so kindly forwarded by your public for the use of the troops in Egypt.

Possibly you may like to circulate or publish this letter which I hope may still further stimulate the dispatch of this reading matter which is so much appreciated.

With renewed thanks, believe me, Yours truly,

(Sd.) N. T. Borton,
Postmaster General, Egypt.

Alexandria, April 22, 1918.

Dear Sir:—The Committee of the United Services Welfare wish to thank you most sincerely for the books, etc., which you send to us from time to time. These books are distributed among all the troops in these parts as also to the navy and we get hundreds of letters of appreciation and thanks. It is difficult to procure books here and your contribution is most appreciated.

Is this your boy?
Is he too weak and sickly to join his companions in play and are you helpless in spite of your utmost efforts to make him well?

What have you done toward building up his blood? Pure, red blood is what he needs most, if he is to become active and strong.

Have you given him Dr. Williams' Pink Pills for Pale People? They are the remedy every growing boy or girl needs to build up the blood and bring health, strength, a good colour, a hearty appetite and strong nerves.

An instructive booklet, "Building Up the Blood" will be sent free upon request.

Get the pills from your druggist or post paid, 1 bottle for \$1.50, six for \$8, from the
Dr. Williams' Medicine Company,
96 Szechuen Road,
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Price \$4.00 each
TAKATA & Co.
SOLE AGENTS
Telephone 2472

Get rid of the flies and save yourself from germs and discomfort

All traps purchased from us will be repaired free of charge excepting broken springs, for which the small charge of replacing same will be made.

Buy Fly Traps

Chinese Blind Give Admirable Program

Interesting Athletic Events and Exercises Held; To Repeat Feats Tomorrow

The Institution for the Chinese Blind, 4 Edinburgh Road, held a display of physical exercises and athletic events yesterday before a small but appreciative audience. The exercises will be repeated Monday afternoon at 4 o'clock when more spectators are expected. Those who saw the exhibition voted the affair one of the most interesting ever seen in Shanghai. The inmates executed their work with ability and enthusiasm. They were neatly attired in uniforms and attracted a great deal of interest and were heartily applauded.

The Edinburgh Institution has been short of funds and the directors would appreciate any contributions that may be made for the uplift of the unfortunate inmates.

Fire Causes Shift Of Red Cross Rooms

Owing to the fire of Friday night the American Red Cross work, previously carried on in the rooms loaned by Messrs. Pearson, Daniel and Co. on Kiangse Road, will be transferred beginning tomorrow to the work rooms provided by the American Trading Co. on the third floor at No. 53 Szechuen Road.

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THEY ARE ALL WALK-OVERS

You can't get better wearing shoes—you can't get more comfortable ones—and as for style—well, just look in our window the next time that you pass. We have a WALK-OVER made just for you. We also carry a full line of Phoenix, McCallum and Onyx Silk Hosiery.

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17 NANKING ROAD
Try our expert mail order service

Our "Winsor"
Made in white buckskin and canvas.

Our "Cavalier"
Made in white buckskin.

Makes Them Bright and New Again



Furniture of all kinds, as well as floors and interior woodwork, can be given a handsome finish—usually in one operation—with Patton's Oriental Varnish Stain. No wonder wise housewives feel that they simply couldn't "keep house" without a can of

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You'll find a dozen uses for it without half looking. Shabby chairs, badly scratched chiffoniers, marred tables—may easily be made new-looking again!

Patton's Varnish Stain is a perfect combination of varnish and stain. It dries over night and can be used over old varnish or over paint by preparing the surface with a can of the ground coat.

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44 PLAIN COTTON SUNSHADES, in White, Blue or Red.
Sale Price \$1.80 each

64 SERVICEABLE GREEN MERCERETTE SUNSHADES. Stick to match.
Sale Price \$2.75 each

52 COTTON SUNSHADES. Green or Navy, Satinette Border.
Sale Price \$3.50 each

38 SILK SUNSHADES, in Navy or Green. Stick and Tassel to match.
Sale Price \$4.25 each

18 PLAIN TUSSORE SUN UMBRELLAS. Lined Green or Navy.
Sale Price \$4.25 each

39 FLORAL COTTON SUNSHADES. All dainty effects.
Sale Price \$2.75 each

21 FLORAL COTTON SUNSHADES. Very smart.
Sale Price \$3.50 each

All our Best Silk Sunshades are Liberally Reduced.



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300 White Cotton 2
Vests, Beautifully cool
for the summer.
Long and easy fitting.
Will wash well.
SALE PRICE \$1.00

Special Offers in Lisle Hosiery

No. 331. 116 Pairs PLAIN WHITE LISLE HOSE, in 8½ and 10 inch size only.
Sale Price 90 Cts. Pair

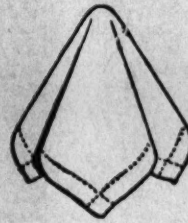
No. 131. 360 Pairs PLAIN WHITE LISLE HOSE, good quality. All sizes.
Sale Price \$1.10

No. 207. 250 Pairs PLAIN WHITE LISLE HOSE, in all sizes, fine value.
2 Pairs for \$1.75

No. 208. 442 Pairs PLAIN WHITE LISLE HOSE, well shaped, 8½ and 10 ins. only.
Sale Price 90 Cts. Pair

No. 37DF. 42 Pairs WHITE LACE LISLE HOSE, 9 and 9½ ins. only.
Sale Price \$1.20 Per Pair

No. 36 DF. 72 Pairs WHITE LACE HOSE in 9 and 9½ ins. only.
Sale Price \$1.20 Per Pair



Buy a Dozen Today

1,000 doz. only and no more to be had at this price. Ladies' White Lawn Handkerchiefs. Splendid value. Fine White Lawn.
Sale Price 85 cts. doz.

These Will Interest You

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750 doz. LADIES' WHITE LAWN HANDKERCHIEFS.
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375 doz. WHITE LAWN HANDKERCHIEFS. Sale Price \$1.50 per doz.

303 doz. LADIES' WHITE LAWN HANDKERCHIEFS.
Sale Price \$1.70 per doz.

400 doz. LADIES' WHITE LAWN HANDKERCHIEFS.
Sale Price \$2.75 per doz.

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White Fringed Turkish
Towels
Size 25 by 40 inches
SALE PRICE 2 for \$1.00

28 Only Crash Embroidered Teapoy Covers. 40 by 40 ins.
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23 Only Crash Embroidered Teapoy Covers. 45 by 45 ins.
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39 Only Crash Embroidered Cushion Covers Corded. 20 by 20 inches.
Sale Price \$1.50 each

44 Only Crash Embroidered Cushion Covers. Smart. 20 by 20 inches.
Sale Price \$1.00 each

16 Only Pretty Crash Holdalls For the bath rooms Embroidered.
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15 Only Tapestry Table Covers Red, Green, Blue and Yellow. 54 by 54 inches.
Sale Price \$4.00 each



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176 Dozen White Honeycomb Towels Wonderful value. 13 by 27 ins.
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48 Only Fringed Teapoy Covers White design with pretty Blue inset border.
Sale Price 55 cts. each

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Well shaped, hardwearing
Sale Price 2 pairs for \$1.00

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Men's Black Cotton Half Hose
With embroidered clox at sides.
Size 9 inches only.
Sale Price 50 cts. pair

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In a variety of neat designs
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Light weight but very strong.
Colors Green, Purple and Mauve.
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Exceptional quality, worth
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"Reunian" Plain White Nainsook
Union Suits
Sleeveless, the best value in
the Sale. Sizes 38 and 40
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ideal summer underwear.
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In the newest and best
designs, many of these
ties are worth \$2.00 eh.
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400 only Knitted Neckwear
In a variety of good
designs and colorings,
and all good shapes.

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25 only Men's Oxford Bow Ties
In good striped designs or plain colors
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A few only Fancy Silk "Batwing" Bow Ties
Up-to-date patterns.
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Good strong quality, soft
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200 only Fancy Stripe
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Of a superior quality,
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In plain colors only Green, Mauve, etc.,
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Made with soft double cuffs, good colors, in
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In a variety of good stripe designs, also
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In Tan or Grey impossible to-day
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Made entirely without metal fitting
splendid for hot weather wear,
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With White leather fittings, strong
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With brown leather fittings, special value, about 2" wide
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Assorted widths. Usually \$2.50 to 3.50
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In plain colors of Tan, Blue, etc. with
White ends; buttons, light weight.
Sale Price \$3.50 suit

A FEW ONLY OF THIS LINE

Plain White Cawnpore Twill Pyjama
Suits

In a superior quality, large size only.
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Summer Pyjama Suits

In a plain color crepe material, soft finish,
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Berlin Papers Angry At Lammasch, Who Urged Emperor To Break With Germany

SAY HE SAW COL. HOUSE

Memorandum To Kaiser Karl Became Known Just Before The Sixtus Letter

New York, April 28.—The activities of Professor Lammasch, a member of the upper House of Austria, who addressed a secret memorandum to the Austrian Emperor suggesting that Austria obtain a speedy peace by declaring that she would break away from the German alliance after the war and also made a speech in the Austrian House against Austria's continuing the war for Alsace-Lorraine, are discussed at considerable length in German papers just reaching New York. These efforts of Professor Lammasch came just before the revelations of Kaiser Karl's letter to his brother-in-law, Prince Sixtus, and the shock of the imperial letter may be judged from the angry comments of the German press on the statements of Lammasch.

The Berliner Zeitung-Mittag publishes a report that Lammasch on one of his visits to Switzerland had a conference with Colonel E. M. House, and that he obtained from Colonel House a statement of America's peace terms for Austria-Hungary. The writer in the Berlin paper does not give the report full credit, but says that from what is known of Professor Lammasch's activities it is not improbable.

How the Lammasch memorandum to Kaiser Karl became public has been briefly told in cable despatches. After the speech, in which Lammasch said that Austria-Hungary should not go on fighting for Alsace-Lorraine, a single day if peace might be obtained by Prussia's changing the status of the provinces from a Reichsland to an independent State in the German federation, Dr. Heinrich Friedjung, a noted Austrian scholar, came out in the press with the statement that previously Lammasch had sent a note to Kaiser Karl which had reached the attention of the Emperor, and in which Lammasch had urged the Emperor to declare that after the war Austria would cut loose from the German alliance. This, Lammasch said, would be a long step toward ending the present war.

Lammasch in his reply to Friedjung avoided the question by saying that inasmuch as the memorandum was entirely secret, Dr. Friedjung could only have knowledge of it from the Emperor himself, which was entirely impossible. Dr. Friedjung then stated that he had seen a copy of the message in the hands of one of Lammasch's friends.

For Ruthless Repression
Georg Bernhard, one of the "ruthless" school of German journalists, in the leading article in the Vossische Zeitung of March 18 read Professor Lammasch a severe lecture and called upon the German authorities to take ruthless measures to stop the activities of those Austrians who were hostile to the German alliance. While seeking to show that the Lammasch group was really insignificant, and deprecating any serious consideration of their activities abroad, he proceeded to take the following serious view of them:

"The facts which Friedjung has disclosed were in themselves entirely new. But they were only a proof of the thoughts of certain groups and persons who are now carrying on their activities in Austria. At the center of this group stand Hofrat Lammasch and the coffee dealer, Meini, but that circle reaches to apparently high and influential places. They are, fortunately, a small group within Austria. But the extension of their work is none the less harmful.

"Hofrat Lammasch has travelled much in Switzerland and has there carried on conversations with hostile foreigners which bear a much less harmless character than those interviews on account of which Caillaux in France was charged with treason. While Caillaux denies the facts of these conversations, Hofrat apparently has not once wished to do so. For, on the contrary, it has become customary in certain circles to boast of such conversations.

"One need not see a capital offense when those belonging to warring powers meet on neutral soil and exchange views. But at such a time every member of a nation must realize that his responsibility is doubled, that his every word is taken as for his whole people. That Professor Lammasch realized this responsibility cannot be believed if one may trust the reports which for a long time have been coming to us concerning the substance of his negotiations. It is reported that actually the demands of President Wilson were taken up, which for Austria, among other things, looked to the withdrawal from the Trentino and the Isonzo border in favor of Italy. But even if the reports are not true, one can draw valuable inferences from the contents of the memorandum from Lammasch to the Emperor made known by Friedjung.

This sort of negotiation should be stopped by the severest measures. Bernhard goes on to say: "There are some things," he writes, "which must be done away with energetically in the beginning, and when it is necessary ruthlessly and drastically."

Servians Suspicious
Servians in Switzerland who are watching Austrian politics from that neutral soil and with long familiarity with Austrian ways, see in the Lammasch affair only stage play. Their organ, La Servie, a French publication gotten out in Geneva has this to say: "Herr Hofrat Lammasch is not an entirely unknown personage. He represented Austria at The Hague conferences, where he worked particularly hard to prevent the introduction of compulsory arbitration in international affairs. When Austria in 1914 rejected the proposal of Servia to submit the Austro-Servian conflict to the tribunal of The Hague and when Germany did the same with the proposal of Emperor Nicholas II, the Herr Hofrat was able to say proudly that thanks to him and his colleagues of Berlin, Marshall and Krieger, the Central Powers had their hands free to unleash the war at the desired moment.

"For three years Herr Professor Lammasch had held to his faith in a

Standards Of Victory



The flags of our marines who are fighting in the trenches of France. A recent list of casualties in the

marines issued by the War Department carried 278 names. They are acquiring themselves with all the gallantry of their traditions.

Austro-German victory which would consecrate the legitimacy of his opposition to all ideas of compulsory arbitration, war being, in his opinion, a much more practical means of arriving at the desired ends. Again, in the autumn of 1917 we see the Herr Hofrat at the tribune of the Herrenhaus affirming the will of Austria to remain what she is, to follow scrupulously the policy of alliance with Germany until victory.

"But the attitude of Professor Lammasch changed suddenly in December, 1917. In a much commented on speech, the savant who combated at The Hague the idea of compulsory arbitration, pronounced himself with particular warmth in favor of that principle extolled some time before by Count Czernin.

"Then one read in the neutral press some mysterious reports of a sudden change wrought in Austria-Hungary about the possibility of a new Austria, and there was cited among other names that of Professor Lammasch as having decided, it was said, to conduct the old monarchy along new paths. Then came the last discussions in the Austrian Herrenhaus, when, with the news of the conclusion of peace with Russia, the grand seigneurs of Austria, daring at last to speak their true thoughts, began to exalt the war and claim annexations everywhere.

"Professor Lammasch arose to oppose these fantastic projects. This act provoked great surprise, and in the Vossische Zeitung of March 8 the famous Dr. Heinrich Friedjung explained to the German public and others, naturally, the supposed action of Lammasch in favor of peace. The naive reader finds there some remarkable things.

Plea Influenced Emperor
"Professor Friedjung speaks, indeed, of a document addressed by Herr Hofrat Lammasch to Emperor Charles in person, in which is worked out the idea that Austria, to arrive at peace, ought to promise that she will abandon, after the war, the alliance with Germany. The Austro-Hungarian Government was to say to Germany that after the war Austria would maintain her liberty and would not follow Germany. If such a declaration were made the Allies would be disposed to consider the possibility of peace with Austria without making any attempt on her present formation.

"Friedjung says that Count Czernin had trouble in persuading the Emperor not to follow the advice of Lammasch and remain faithful to the alliance with Germany. He succeeded brilliantly, and it is with the express approval of the Emperor that Count Czernin was able to declare that the Austrians would fight for Strasbourg as well as for Trieste.

"A beautiful story, this account intended to show Austria torn and at war with the imperialism of Berlin. There is only one thing that may embarrass the plan, the established fact that this same Hofrat Lammasch, just recently, immediately after the conflict with Count Czernin, has come to Switzerland charged by Count Czernin himself with a mission near allied personages in Switzerland.

The semi-official Fremden-Blatt of Vienna has attempted to say the last word in the controversy by publishing a repudiation of Lammasch as an adviser of Kaiser Karl.

ACTS AGAINST LICHTENOWSKY

Prussian Upper House Authorizes Prosecution of Prince

Amsterdam, April 27.—The Prussian Upper House, according to advices received here today from Berlin, has decided to grant the request of the First State Attorney of District Court No. 1 of Berlin for authorization to undertake criminal proceedings against Prince Lichtenowsky, German Ambassador at London when the war began. The Prince is to be prosecuted for the

publication of his disclosures of Austro-German responsibility for the war. The State Attorney considered the fact that Prince Lichtenowsky communicated to third parties documents or their contents officially entrusted to him by his superiors, infringed the secrecy incumbent on him.

The Prince's solicitor supported the request of the State Attorney saying that Lichtenowsky had a great interest in the facts being impartially cleared up as they often had been distorted.

Shanghai Baptist College Notes

Dr. White preaches the Baccalaureate sermon to the graduating class of the academy today. Final examinations began last Tuesday for the 4th year academy, and on Thursday for the rest of the students.

On Saturday evening the Y.M.C.A. gave a moving picture show. The war films which were shown were kindly loaned by the British Consul. The pictures were greatly enjoyed by the students and the community.

Prof. J. B. Hipps attended a Board of Managers meeting of the Bible Training School at Chinkiang on Tuesday and Wednesday of this week.

Within the last few weeks several microscopes have been stolen from the college. They are Bausch and Lomb microscopes and their disappearance is a serious loss.

The roof is being put on the new gymnasium and it is hoped to have the building ready to use next Saturday for part of the Commencement exercises, to which Shanghai friends are cordially invited.

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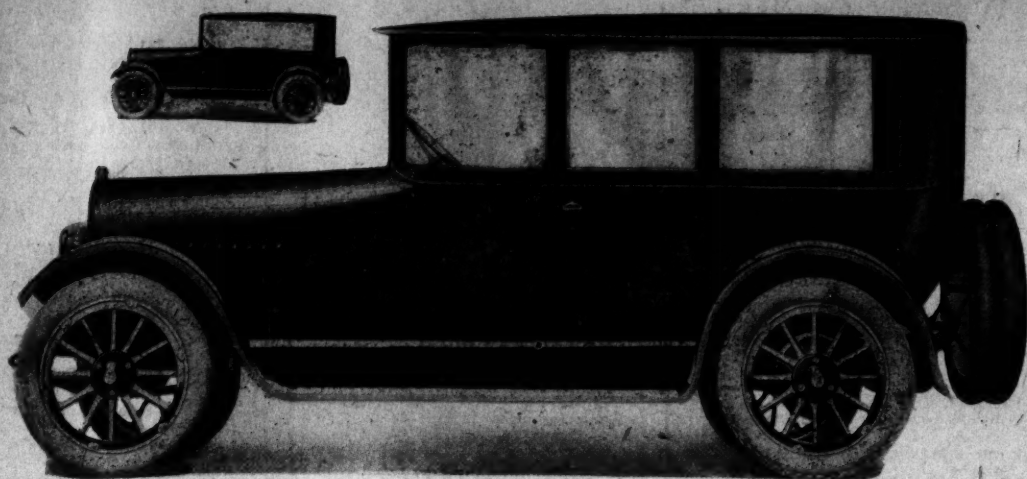
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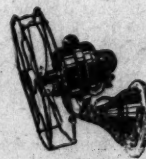
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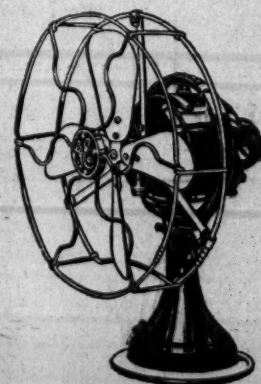
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DETAILS OF GERMAN INTRIGUES IN SPAIN

**El Sol Of Madrid Still Continues
Its Revelations And Other
Papers Make No Secret Of
Their Sympathy With Policy**

Madrid, Spain.—The remarkable character of the disclosures which are being made as to the German intrigues with the foremost Spanish anarchists, and the endeavor made by the officials of the German Embassy to set the anarchists at work on a great and general plot for the disturbance of the country, does not diminish, as the tale, so well substantiated, continues. Proceedings, so it is notified, are to be taken against El Sol for the publication, but that intrepid journal still goes on with its amazing narrative taken mainly from the anarchist chief, Miguel Pascual, and confirmed and corroborated in other quarters; and it should be added that many papers which have already come under the displeasure of the authorities for having quoted bits from these revelations, still make no secret of sympathy for El Sol and its patriotic endeavor.

Thus La Epoca, which is of quite a different political complexion from the other newspaper, in commenting editorially upon the circumstance that El Sol persisted in saying that it was right that it should denounce the facts that had come to its knowledge, remarks that "there is an aspect of this matter which, quite independent of all prejudice, and setting on one side the individuality of the nation which is concerned in the case today, deserves to be examined. Foreign subjects enjoy civil, but not political, rights, and for that reason it is held they should hold themselves far aloof from home political affairs. If that is the case with private individuals, this paper says, what must we say of the case of a foreign personage who fills the office of ambassador? National independence is injured by such acts, wherever they come from, and it is a matter deserving the attention of the Government."

Pascual tells of the German vendetta against the Count de Romanones, the broad fact of which was, of course, well known, few campaigns that have ever been waged in the ardent press of Madrid ever having exceeded in ferocity and unscrupulousness that which the Germanophile newspapers, in most cases owned by Germans or subsidized by the German Government, directed against the Count when he was the head of the Liberal Government. Pascual was consulted by the Embassy authorities at the beginning of this campaign. "I had a long conversation," he says, "with von Stohrer, the first secretary to the Embassy, and Herr Grimm. We were talking about home politics. Their indignation against the Count was evidently increasing. Like the others, this interview took place at the Embassy. Von Stohrer intimated to me that it was absolutely necessary that the Count should be made to vacate office within 15 days, counting from the date on which that interview took place. He spoke to me of the newspaper campaign against the 'conspirator,' as he called him. He gave me to understand, and I received the news with some surprise, that this said newspaper campaign had cost them a great deal of money. However, in spite of this, the Ambassador said that he and all the others were quite satisfied. Yet with all its violence and its long duration, that campaign did not yield all the desired results."

The editor of El Sol says that he has in his possession the most complete and detailed information of what happened at the Embassy in regard to the campaign against the Count de Romanones and has proved the truth of his information. But although satis-

Sisters Heroines Of Seicheprey Battle



Misses Gladys and Irene McIntyre, Salvation Army workers at the front, proved themselves heroines at the battle of Seicheprey. They stuck to their posts under fire, serving the American fighters with food and cheering words. The girls are daughters of Colonel W. A. McIntyre, who is in charge of Salvation Army work in New York and New Jersey.

fied about it, it is of such a remarkable character, so very sensational, that he prefers not to publish it in a journal that has acquired a reputation for its seriousness. A detailed report on the most alarming circumstances was, however, being sent to the President of the Council. There was a remarkable interview between Grimm and Pascual in the Plaza de España; there was the case of ten or a dozen anarchists meeting to hear a letter read which had been received from an anonymous correspondent signed by an initial which they knew; there came to Madrid a mysterious individual who was given hospitality in Pascual's house; but such matters must not be more than distantly referred to.

Speaking of the German and anarchist propaganda, Pascual said: "One of the leaflets in which von Stohrer was most interested, and which he desired should be reproduced in Barcelona by the Federation of Anarchist Societies of Catalonia and commended by the journal, *Tierray Libertad*. The cutting from this periodical was sent along to me by Herr Grimm so that I might get on with the reproduction of the leaflet, and this was distributed in large quantities. That same week the societies known as 'Accion Anarquista' and 'Solidaridad Humana' held a joint meeting in Madrid at which they decided to reproduce these pamphlets, making it clear to their chief that these Madrid anarchists were in solid agreement with the declarations of their Catalan comrades. The pamphlet said:

"People of Spain!
The anarchist groups, 'Solidaridad

Humana' and 'Accion Anarquista,' of Madrid, make the words of their Catalan comrades their own, and affirm their anti-war principles, opposing the political usurers who would deliver the people to the barbarous European struggle. The present moments demand all your attention; they appeal to you for all your interest. A handful of ambitious and impudent persons, intent solely on their business and paying little attention to the sufferings of others, so long as they make colossal fortunes, have set themselves to the ignoble task of shaping public opinion and preparing the people for a decision by which Spain will depart from her neutrality. There are united in an infamous association a number of men who, until yesterday, were of opposite political views, who hold their conclaves and plot together in secret places, preparing the catastrophes which must sow desolation, mourning and grief throughout the land of Spain."

"Seated in the editorial offices of the newspapers, secreted in the ministers' chambers, they work with diligence at their criminal enterprise. They would sell you, people, as cattle are sold! They would hand you over as a thing without thought to the highest bidder, to the one who gives the most! Shall we allow such a thing to happen? Shall we consent to their treating us as slaves, like beasts without a will? It is said that we ought to join ourselves to the group of nations that offers the best guarantees for the prosperity and the aggrandizement of the country."

"The war is a good thing only for a few profiteers in the big industries who are able to make enormous gains by selling useless stocks for the unhappy soldiers; to a few bankers who get themselves out of difficulties by means of loans; to half a dozen politicians. War is not a good thing for the small agriculturist, the small trader, the laborer. For these it is the whip, the most terrible lash that was ever known."

"Down, then, with the war! Down with those who make it! Down with those who defend it. For the sake of our children who would be destroyed amidst the horror of the battles, for the sake of the men born in other lands who have done us no injury, for the sake of our cities that would be destroyed by shells, for the sake of future generations that would bear the evil results of our folly, for progress, for Humanity—Down with the war! Down with its supporters! Long live the peace of peoples!"

"The Federation of the Anarchist Groups of Catalonia." "As the result of the circulation of this pamphlet," said Pascual, "and the way in which the desires of the Embassy were carried through, I was congratulated by von Stohrer and Grimm, and they asked me to name to them the cost of all that I had done. Also, by way of a gratuity, they handed me 500 pesetas. This pamphlet was also reprinted in enormous quantities by the Embassy, seeing that it was to their interest that it should be circulated in all parts."

AS TIMOTHY RIDES AWAY

Ann Forrester Awakes To Certain
Whys And Wherefores Of Love

Undoubtedly, Timothy Coram rides away. Afterward, he discovers that he has loved. For the space, we should say, of a couple of years, it seems that he has found himself out too late.

Timothy is as handsome as a god. But he is busy as a mortal at the job of overseeing the Forrester estate, Redmayne, and all that therein is of land, woods, stock and tenantry. He is of an apparent shyness, yet has that certain way, or perhaps it were better to say that lure, for the other sex. There's a quality about him, Claudia Nanson tries to explain to Ann Forrester.

when the problem of Timothy and Ann is at its greatest apparent hopelessness, and "he's always been the victim of his own appeal." The man, Claudia affirms, has not an ounce of conceit. "I doubt whether he even realises." It is left for women to realise, to respond to that nameless appeal. And if other women, why not Ann? And as he has thought of the other women, if thinking of them at all—well, how, unless he has made the great discovery of his own heart, should be think differently of Ann?

Claudia, a widow and sophisticated, presents the case to Ann after the adventure of passion and after Coram has ridden away. She is arguing for

the happiness of her friend, who is the mistress of Redmayne, who is a widow, unsophisticated, and who has yielded to the romance call of her own overseer.

That Timothy was intending to go away is true. His plans had long been made. Ann knows this. Yet, "Why did he go?" is her question, and why, in his state of not understanding, he could do no otherwise Claudia tries, for a long time vainly, to show.

In citing the argument of Claudia, we are revealing much of the burden of the new story. "The Statue in the Wood" (Houghton-Mifflin Co.) as it is written by Richard Pryce, well remembered as the author of "Chris-

topher." It is, of course, an English story. And in it the statue, that of a Waiting Boy facing a circle of salys, has a distinctly psychological place. As Ann finds the circle and comes into the presence of the Boy quite by accident, years drop from her and she feels again the magic of youth. The husband who is dead has been old. Her married life has been conventional and without emotion. Why had she married him? He was old, and youth goes to youth. Of a sudden, her pulses are again those of a young girl. A flush is on her cheek. Her eyes are shining. It is the prelude to the adventure after which Timothy rides away. One may prefer, as to the actual

story, "Christopher" to "The Statue in the Wood." There are in this new concept, nevertheless, opportunities for delicacy of revelation and for subtlety of analysis, affecting the mind and heart of his heroine, which did not exist in Mr. Pryce's earlier book. It is a love story ending happily which we here pass in review. On the way to an issue made inevitable by the wise intervention of Claudia, it exhibits numerous fine-nesses of thought, sentiment and understanding. For what of delicate humor is traceable in any of its lines, we are again indebted to the vital wisdom of Mrs. Nanson.

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Now you know just how good the film is and what kind of picture you can expect to see

ANNALS OF THE WAR
with the army of La Belle France

PATHE'S BRITISH GAZETTE
Lord Mayor's Day in Old Blighty

MACK SENNETT'S BOYS
in a screaming burlesque film

A LOVE RIOT A LOVE RIOT

Get the dust out of your eyes for this picture is a peach for sore eyes—1000 laughs to every foot

THURSDAY NEXT

THE PENDLETON ROUND-UP

The annual meeting of the Cowboys for the Championships of the World — Here's a Little Boost About the Picture

The greatest portrayal of strength and daring feats ever presented to the public of Shanghai. If you have never witnessed one of those famous "ROUND-UPS" in reality, here is an opportunity you should not miss, and if you have "seen 'em before" this is a whole lot better than the last one you saw, so don't forget that the Apollo is showing this "GREAT PICTURE" for a few nights only.

All contests shown here are for the "CHAMPIONSHIP OF THE WORLD" and introduce the world's greatest aggregation of "COWBOYS," "COWGIRLS," "INDIANS" and the finest collection of horses to be seen in many a day.

The "Pageant" opens with the "GRAND ENTRY" headed by the famous Pendleton Cowboy Band and is followed by the grand charge of all contestants, after which we see the Buck Riding contest, which consists of riding "BUCKING BULLS, STEERS, and BRONCHOS, and believe me these birds are hard to ride" but you should see how these cowboys do it. They can't come too strong for them, why, even "SHARKEY" the famous Belgrade Bull was none too strong for the wily Cowboy who said "Mawski," "Let'er BUCK" and buck she did.

"Some" Trick riding and fancy roping is shown and introduces "CUB CRUTCHFIELDER" the world's most noted fancy roper. Then we see a "TUG OF WAR" in which all contestants are strictly neutral, followed by the Maverick Race, in which the first man getting the rope over the steer's horns and holding him, is declared the winner.

The "COWBOYS STANDING RACE" is one that makes the "Charlot Race" a back number. The "COWGIRLS BUCKING CONTEST" is one of the real excitements and the one big idea with daring young beauties is "to stay on top"—some of them do, and some of them DON'T. This contest introduces Miss Cille Osborne riding her famous "broncho" SNAKE, and Princess Red Bird, the American Indian Dare-devil, riding her famous broncho "Nut-Cracker," and "Katie Wilkes," the Champion Cowgirl of the West is seen performing some "stunts" that seem almost impossible.

A real Indian Village is seen with more than one thousand real American Indians encamped in their "wigwams" all dressed up and "no place to go."

The stage coaches give you an excellent idea of how luxuriously they traveled in the days of '49. This is followed by some full blood Indian Ceremonials and War Dances that show you where the "One Step and Tango" originated. In the Steer Bull Dogging Contest, you see these cowboys risk their lives more times in thirty seconds than the average man does in thirty years. It is a wonderful struggle for supremacy between man and beast, and speaking of "Mexican Bull Fights" it takes these fellows in this round-up to show the gentle art of throwing a real bull.

The Cowboy Relay Race was most certainly a pastime that originated long before the "safety first" idea was introduced. At the present high price of beef in the United States you can't keep a good "steer" down consequently these fellows in the Steer Roping Contest have their hands full, but you should see "Scratchem Cowboy" and "Stay Long Time Cowboy" perform some real "stunts."

The Wild Horse Race in which only unbroken range horses are used gives you some real thrills and excitement and after you have seen these wonderful feats of daring you will agree with us when we say "Wild is Right." In thirty seconds these fellows either win a prize, hit the dust, or grab the horn of their saddle which is the S.O.S. of the riding world, why, even "ANGEL" the famous Bucking Ranger said "What's in a name" and promptly proceeded to buck like H—

These Round-Ups are held Annually in the United States and will in all probability wane as another generation progresses, but at present they are one of the greatest sights one would care to see, especially if you are fond of thrills and excitement. They show you what is possible in the realm of "horses."

If any one were to tell about these wonderful feats of daring and strength you would say as many others have said "Impossible" but come to the Apollo and see for yourself.

If 60,000 People Travelled Hundreds of Miles to See this Annual, it is Surely Worth a Ten Cent Car or Rickshaw Ride to See the Picture.

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MARION DAVIES
MARION DAVIES

IN

RUNAWAY ROMANY
RUNAWAY ROMANY

TONIGHT.

GLADYS HULETTE
GLADYS HULETTE

in

"MISS NOBODY"
"MISS NOBODY"

Annals of the War, Hello Teacher, Pathe's British Gazette

THE CHINA PRESS

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Today's Church Services

Holy Trinity Cathedral.—June 16, Third Sunday after Trinity. 8 a.m., Holy Communion. 10 a.m., Mattins. 11 a.m., Sung Eucharist. Introit, "God is a Spirit" (Bennett). Hymns 276, 291, 332, 303. 6 p.m., Lecture and Evensong. Hymns 281, 220, 24. Preacher, The Dean.

St. Andrew's Church, Broadway.—June 16, Third Sunday after Trinity. 10.30 a.m., Morning Prayer. Preacher, The Rev. H. M. Troop. 6 p.m., Evensong and lecture on the Church History. Lecturer, The Lay Reader.

Union Church.—11 a.m., Preacher, Rev. C. E. Darwent, M.A.; subject, "The main Christian idea"; chant, 95; anthem "What are these?" (Stainer); hymns 3, 236. 6 p.m., Preacher, Rev. C. E. Darwent, M.A.; subject, "The seed and its difficulties"; chant 138; hymns 7, 184, 573, 449.

Shanghai Free Christian Church.—The services in the above will be conducted as follows:—11 a.m. by Rev. L. C. Whitelaw, B.A. 6 p.m. by Mr. Arthur Rugh.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher, The Rev. F. L. Hawks Pott, D.D.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject, "God, the preserver of man." Sunday School 10 a.m., Wednesday Evening. 6 p.m. Reading Room No. 21 Nanking Road, Room 71, daily except Sunday 10.30 to 12.30.

American Song Service.—The American Song Service will be devoted to Baccalaureate Exercises of the Shanghai American School. The chief address will be delivered by the Reverend C. M. Caldwell and Professor Guy O. Stockton, principal of the School, will preside. Special music will be given by the pupils.

The Actor And The Y.M.C.A. Over There

This is an address made by Winthrop Ames at a meeting late in April of America's Over-There Theater League, attended by more than two thousand men and women of the theatre. Mr. Ames, in this talk, tells something about the work that American players are now doing and will continue to do in France, and the conditions under which they work. It is significant, in view of the hardships at which Mr. Ames hints, that those present at the meeting volunteered their services almost in a body.

NOBODY can say that our profession has not done its full share in this war. Actors have given their services and managers have given their theaters for benefit after benefit. Our work for the Liberty Loans has probably exceeded that of any other profession. But, between you and me, I think one cause of our eagerness has been a secret feeling that in this world crisis entertainment had no vital place. The farmer, the manufacturer of munitions, and the shoemaker can see the direct need of his work. But the artist—the painter, the actor, and the singer—somehow couldn't see any direct use for his personal service except as an advertiser of some fellow's efforts. I think in our hearts we've felt a little out of it.

But I've just come back from France, and I can tell you, as a fact beyond dispute, that entertainment is not a luxury to the modern man. Once deprived of him, it, even for a little time, and he learns that it is a necessity as vital to him as sugar in his food. We actors stand for something that is as useful in this war as overcoats or shovels.

And at last our opportunity has come to serve, not through some other fellow any longer, but in person; to fight side by side with our soldiers; to enter actively the service of America's army in France. Will you let me briefly outline just what will happen to those of you who volunteer to enter this service?

In the first place, you must put yourselves under army supervision. You will be allowed to sail only under oath and in uniform.

In France there are two organizations that are the right and left hands of the American army, accredited by and working under its control—the Red Cross and the Y. M. C. A. Both are semi-militarized, and the functions of each are assigned by military order. Let me read you an abstract from "General Orders 26," issued in France last Summer:

"To avoid duplication of work by the Red Cross and the Y. M. C. A., the following division of activities is prescribed. The Red Cross will provide for the relief work and the Y. M. C. A. will provide for the amusement and recreation of the troops. Commanding officers will co-operate with the representative of these two agencies."

Even as a member of the Y. M. C. A., and thus under military supervision, you will be required to sign a contract to obey the officers of the United States overseas, and such authorities as represent them in the Y. M. C. A. In other words, you will be practically in army service and subject to its discipline. Indeed, I have no doubt that if any of your performances over there should be bad enough to warrant it, the officer in command might order you out and have you shot at dawn.

You must wear the Y. M. C. A.

(Continued on Page 11)

Spies And Plotters In America

The Trials Of Enemies In England, France, And Italy

(New York Times)

CATCH and punish the spies, but how? There is wide difference of opinion as to what legislation is required to lessen, and, if possible, to eradicate the activity of those who work in this country for Germany and Austria against the United States.

The arguments resulting from this difference of opinion reached a climax in Washington last week, and the spokesmen of the divergent views were President Wilson and Senator George E. Chamberlain. Before the Senate Committee on Military Affairs was the bill introduced by Mr. Chamberlain providing for trials by court-martial in certain cases. It was the most drastic measure yet proposed. The Administration's determined opposition to it was assured when the President announced through a letter to Senator Overman that in his opinion the bill was "unconstitutional . . . unnecessary, and unneeded for."

Senator Chamberlain forthwith announced that he would withdraw the measure, as the President evidently would veto it, even if it should pass Congress.

As the question of constitutionality had been raised from the first, and those in opposition had stated reasons why they deemed it not to be constitutional, Mr. Chamberlain was asked if he would give his reasons for believing the bill to be constitutional.

"To begin with, the term 'spy,'" said the Senator in reply, "has had a very limited meaning in the past. It is unknown to the criminal law of the United States. A spy as such may only be punished by military law. Article 92 of the Articles of War of the United States authorizes the punishment of a spy by a general court-martial or by a military commission as follows: 'Any person who in time of war shall be found lurking or acting as a spy in or about any of the fortifications, posts, quarters, or encampments of the armies of the United States, or elsewhere, shall be tried by court-martial, or by a military commission, and shall, on conviction thereof, suffer death.'

"The question arises, Who under this definition are not spies? For example, a person who comes secretly within the lines with a view to the destruction of property, killing of persons, robbery and the like is not such a spy, according to a civil law decision. The Kennedy, who attempted to burn the City of New York in 1864, was held not to be punishable as a spy by military law; a similar decision was rendered in the case of one Heall, whose crimes, committed during the civil war period, consisted mainly in attempting to throw passenger trains off the track in New York and seizing and destroying mail cars and cargoes on Lake Erie. Equally persons who trade with the enemy, or who give information to the enemy, if not in disguise or introduced or acting behind the lines by practice or deception, are not spies.

"This illustrates the limitation placed on a spy at a time when the mode of warfare adopted by the Germans was unknown. Therefore the question arises whether the word 'spy' is not capable of a broader definition on account of the changed methods of warfare. Our military code uses very different tools from those employed at the time when spies were used to obtain information from the enemy. Germany has introduced new devices. The greatest injury wrought on us is not by the technical spy, but by sabotage, the spreader of propaganda, and in other insidious and intricate ways. Hence the question whether the term 'spy' may not be applied to enemy agents guilty of harmful practices of any kind within our lines and punished according to the degree of the offense.

"In essence the question is whether the action of the enemy agent constitutes a danger to our country. Seeking to injure property of military use or value is an injury, as well as the seeking of information for the benefit of the enemy. By the act of 1864 it was shown that Congress had the constitutional power to subject to court-martial civilians who acted as spies as the word was then employed; in my opinion, it has the same power today to subject to court-martial civilians who commit acts just as injurious to the members of our army and navy."

"What is the basis of the trial of civilians by court-martial under Article 92 of the Articles of War? It is that at times the safety of the nation depends on the exercise of military power. These are represented by the army and the navy, and those who endanger the safety of the army and navy, in acting as spies, were made subject to military control and punishment. It is to accomplish this purpose that the rules of military law have grown up and the articles of war have been enacted by Congress. Military law should not be confounded with martial law. Martial law is not statutory in character and received its origin from strict military necessity. Military law is statutory, its general application is to members of the land and naval forces and to certain classes of civilians whose acts affect the safety of the army and navy. This distinction is clearly set forth in briefs submitted to the Senate Committee on Military Affairs, from which, I heretofore stated, the subject matter of this interview is drawn—following, closely, in fact, one of them, with which I am in accord.

"Under the acts of Congress the number of those amenable to military law has been broadened to meet the appearance of new needs for the protection of the army and navy. Civilian-made subject to military law include spies, persons giving relief to the enemy, army contractors, inspectors of army supplies, persons operating, or interfering with operation of, Government railroads and telegraph lines under certain conditions.

"Similarly there has been an extension of the meaning of the word 'spy.' Section 2 of the Act of 1915 provides that 'in time of war, all persons not citizens of the United States or of the United States, or at any of them, shall suffer death, according to the law and usage of nations, by sentence of a general court-martial.'

"There was a restriction to persons not citizens or owing allegiance to the United States and a further limitation of 'lurking or acting as a spy in or about the fortifications or encampments of the armies of the United States.'

"The section just referred to was broadened by various amendments,

President's Letter Which Sidetracked Chamberlain Bill

April 20, 1918.

The White House, Washington.

My Dear Senator:

I thank you for your letter of yesterday. I am heartily obliged to you for your interest in the court-martial bill, as perhaps I may call it for short. I am wholly and unalterably opposed to such legislation, and very much value the opportunity you give me to say so. I think it is not only unconstitutional, but that in character it would put us upon the level of the very people we are fighting and affecting to despise. It would be altogether inconsistent with the spirit and practice of America, and, in view of the recent legislation, the Espionage bill, the Sabotage bill, and the Woman Spy bill, I think it is unnecessary and unneeded for.

I feel the liberty, my dear Senator, of expressing myself in this emphatic way because my feeling is very deep about the matter, as I gather your own is.

It is admirable the way you have been handling these important bills, and I thank you with all my heart for standing by the bill which bears your own name, without any compromise of any kind. It gives me a great satisfaction to tell you how much I have appreciated what you have been doing. Cordially and sincerely yours,

WOODROW WILSON.

Hon. Lee S. Overman, United States.

both as to the class of persons who could commit the crime and as to the crime itself, until under the Act of March 3, 1863, 'an act for enrolling and calling out the national forces and for other purposes,' Section 38 provided as follows:

"That all persons who, in time of war or of rebellion against the supreme authority of the United States, shall be found lurking or acting as spies, or about any of the fortifications, posts, quarters, or encampments of any of the armies of the United States, or elsewhere, shall be liable by a general court-martial or military commission, and shall, upon conviction, suffer death."

"Attention is called especially to the addition of 'or elsewhere.' With reference to the addition of these two words Winthrop says that the jurisdiction was thus made general, 'applicable to offenses committed anywhere in the United States or in another country during a foreign war.' Under this section, now 1443 of the Revised Statutes, it would seem to be within the authority of the army to try by general court-martial or by military commission any person who, when this country is at war, is found acting as a spy anywhere in the United States, that is 'or elsewhere.'

"The Milligan case, decided by the Supreme Court in 1866, has been cited as a precedent against the constitutionality of this bill by those who oppose it. The Milligan case, I hold, was a decision on the right to establish martial law in localities where the courts were open and not a decision as to the power of Congress to legislate under Article I, Section 8, of the Constitution. The following seems to contain the gist of that decision:

"It follows from the fact that there are occasions when martial law can be properly applied. If in foreign invasions and domestic wars the courts are actually closed, and it is impossible to administer criminal justice according to law, then, on the theater of active military operations, where war still prevails, our military code uses very different tools from those employed at the time when spies were used to obtain information from the enemy. Germany has introduced new devices. The greatest injury wrought on us is not by the technical spy, but by sabotage, the spreader of propaganda, and in other insidious and intricate ways. Hence the question whether the term 'spy' may not be applied to enemy agents guilty of harmful practices of any kind within our lines and punished according to the degree of the offense.

"This statement, it should be noted, uses the expression 'martial rule,' and does not necessarily limit to the theater of active military operations the application of military law to civilians."

"Further, under the new system of warfare introduced by Germany and her allies, what is the theater of active military operations? When an enemy supplements the former method of waging war by the use of troops and spies with the employment of sabotage, the services of hosts of civilians in the country it is fighting, to cause all the injury possible by undermining property, by destruction of property, and in many other ways, the question arises whether the whole country thus attacked has not become a part of the zone of operations of the war, that is, in the theater of military operations. It was on an interpretation of this very kind that Noel Hans Lody, a spy, was tried by court-martial in England, subject to military control, at the beginning of the war in 1914, and shot."

"England, it should be said, was brought face to face with much the same legal problems with regard to spies as the United States is at present. In fact, England had less law on the subject. There was criticism in the newspapers of the failure to enforce the 'act' by which spies were tried, but that spies were being shot every day in Germany, France and Belgium, while the British Government was inactive."

"The first British Defense of the Realm act, passed in August, 1914, made legal the trial by court-martial of persons violating regulations issued under the act by his Majesty in council, with regard to assistance to the enemy. The act provided that such persons be treated 'as if persons subject to military law.' Under this statute the heaviest sentence was imprisonment for life. A standard English law magazine correctly stated soon after the passage of the act: 'By this provision every British subject has become subject to military law, but . . . to military law as administered by courts-martial, as if he were a soldier in active service.'

"It is an entirely new departure from constitutional practice and can only be justified by military necessity."

"The act, it should be stated, was amended in March, 1915, owing to the opposition of British subjects to the provisions as applied to them. The amendment gave them the right to claim jury trial. With regard to spies, however, England continued to try them by court-martial under military law."

"We admit the necessity of the trial of spies by court-martial, in order to afford protection to the army and navy and therewith to guard the safety of the country. But in our present situation it is asserted, and I think with a good deal of truth, that the greatest injury done to us in this country is not done by enemy agents who

would come under the technical description of spies, but by those enemy agents who cause injury to aircraft, munitions of war, etc., or by those who spread the poison of German propaganda. We control the lines of communication between this country and Europe, so that the spy, in the literal legal sense, is at least much hampered in sending any information from this country to Germany. If it is our safety that is primarily concerned, and I contend that it is, why may not offenders certainly working as much injury to us as the technical spy be made subject to trial by court-martial? In doing this Congress would be doing no more than it did during the civil war, when, in order to meet successive new dangers, it made subject to military law certain classes of persons who were a menace to the safety of the army and navy."

"Of one thing I have no doubt; that is the power of Congress to subject the enemy to trials by court-martial. Chief Justice Marshall held 'that war gives to the sovereign authority full right to take the persons and confiscate the property of enemy aliens wherever found' and 'that when the sovereign authority shall choose to bring it into operation the judicial department must give effect to its will.' This plenary power of Congress was exercised in the Alien Enemy act of 1798, and it is embodied in the Revised Statutes of the original act that the President is interning enemy aliens. Congress is not limited, with reference to enemy aliens, to the Fifth and Sixth Amendments, and may order the trial and punishment of offending enemy aliens by court-martial."

"Without intending to raise any question as to the efficiency of the Department of Justice, it is my contention that the court procedure of peace times is not equal to dealing with the situation in a war like this. By way of illustration, a man guilty of the most treasonable utterances is indicted by the Grand Jury, tried by the petit jury, and sentence is passed. Then he is admitted to bail. The case drags along on appeal, while the man goes back to the same practices he indulged in before indictment and trial. Under a military tribunal such a condition of affairs would be impossible."

"In my opinion some such legislation will eventually have to be passed to meet the situation of disloyal propaganda and other enemy agents in this country. It should be kept in mind that the military tribunal as provided in the bill does not displace the civil courts, but is supplementary to them."

One hears often, in connection with the discussions about whether civil or military courts should try enemy plotters, the question: "How are spies and other enemy agents treated by our allies?"

In France all cases of espionage or "dealing with the enemy" are tried by court-martial.

In Italy a like course is pursued; such cases are prosecuted before a military tribunal under military law.

In England not only spies and actual enemy agents, but persons arrested on various charges of giving aid or comfort to the enemy, are liable to trial by court-martial; but a civilian British subject has the right to claim a trial by jury. In such trial, however, whenever it is deemed to be in the interest of the national safety, the public may be excluded from "any part" of the proceedings, and the trial conducted "in camera." Minor offenses under the Defense of the Realm act are tried by courts of summary jurisdiction, and no claim for a trial by jury is allowed.

The courts of all these countries pass severe sentences upon persons whose speech or action has been such as to interfere in any way with the successful prosecution of the war.

In the United States spies are, under the Articles of War, subject to trial by court-martial, as pointed out by Senator Chamberlain. What is a spy? There are in this country plotters, sedition-mongers, dangerous propagandists, corruptors of soldiers and sailors, obstructors of war operations, enemy agents of suspicious activities, who are interned or tried by civil courts. In the Department of the East, for example, the United States Army has tried by court martial, since we entered the war, just one man who was accused of being a spy, and he was found not guilty of that particular charge.

In view of the discussions in this country, the present provisions of England's wartime law offer a commentary. These were mentioned only briefly by Mr. Chamberlain.

"England has abrogated the right of trial by jury for aliens charged with the offenses named in the Defense of the Realm act; while she allows British subjects the right, on claim, of trial by jury, this trial may, if the court decides, be conducted in violation of that other ancient right of public procedure. A person accused and tried under these regulations is sentenced publicly; but where the evidence of the trial is such that it is deemed dangerous to the national safety to allow the information to be spread, the trial is conducted behind closed doors. England, unlike France and Italy, is like the United States on the question of

(Continued on Page 15)

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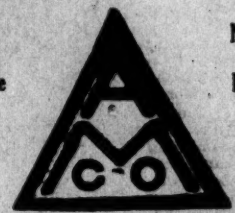
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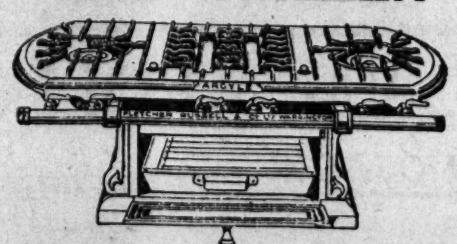
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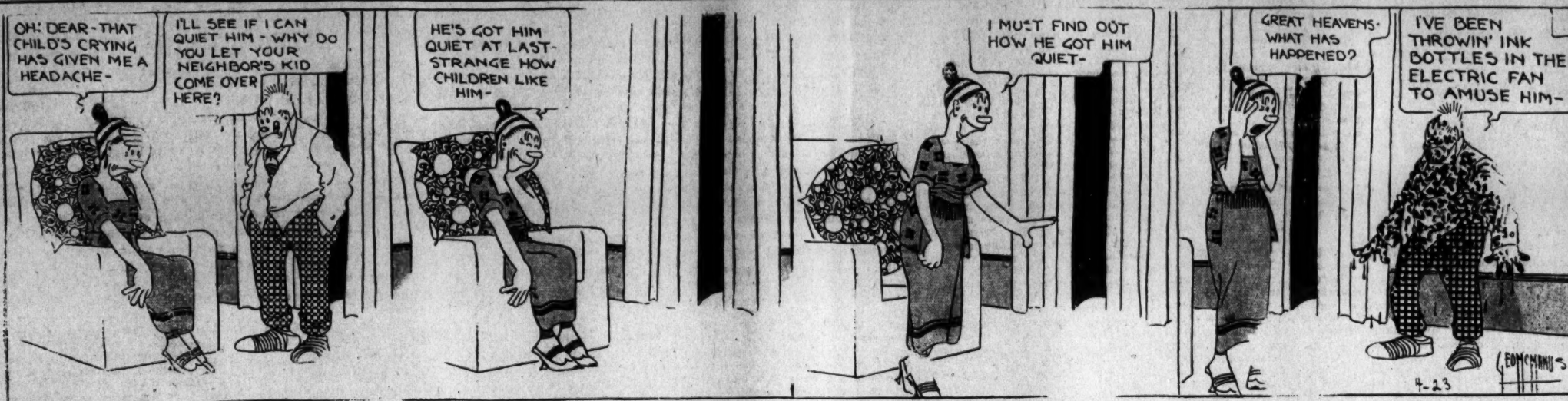
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Bringing Up Father



By George McManus



The Actor And The Y.M.C.A. Over There

(Continued from Page 10)

and to carry what you need in a handbag. First, because the train probably won't take a trunk anyhow, being a military train; and, second, because if you had brought it you might have difficulty in getting it to your hotel. There'd probably be no porter and you'd hardly like to ask a little Frenchwoman or a bent old man to carry it for you.

The hotels you will find of all sorts and qualities. Some of them are quite good, but most of them are crowded, and not as clean as they used to be because the cheerful little women who run them are overworked and haven't time for the corners. There may not be any plumbing to speak of, or, if there is, it ought not to be spoken about. France never was strong on plumbing, even in the best of times,

and our men over there have a saying that the ideal marriage would be one between a French cook and an American plumber. But France still has the French cook, and, due to her skill, food doesn't seem scarce. You may get saccharine in your coffee instead of sugar, and you may miss sweet desserts, but you will have plenty of palatable food.

You will be met at the station by your local boss; that is the Y. M. C. A. Secretary in charge of the district; and about nightfall he'll load you all into one open Ford motor car—so there mustn't be more than six of you in the company at the very outside—and you'll start for the camp to give your performance. All the scenery you'll be able to carry ought to be under your hat; and your costume, if you take one, must pack in a flat

handbag—otherwise there won't be room in the Ford. But, oh! respect that humble Ford! It cost \$1,000 in France, and had to be fought for at that! And the gasoline that feeds it can be had only by order from the army, and it is a penal offense to use a drop for pleasure riding.

On your way to the camp your car may be halted two or three times by a sentry—and his rifle is really loaded. "Halt! Who goes there?" "Y. M. C. A.," "Pass, Y. M. C. A.," And finally you do pass the bounds; and inside you'll find a flat, treeless expanse of trodden mud, covered close with the barracks where the boys live. The camp looks like a newly built mining camp, without the seclusion. Imagine a big sleeping car, without wheels, built of matched boards, and you have a picture of a barrack.

Inside it there is a center aisle, and on either side of this aisle is a double row of bunks. This is the soldier's home.

After the day's work he can sit on the edge of his bunk and play cards with a comrade, but it isn't very comfortable, because the bunk above comes down so low that it catches him just in the back of the neck. It isn't very much fun. He can't leave to go to town oftener than once a week at the outside—for the American Army doesn't think the French town is a good place for our men. He's all "talked out" with the other fellows. His letters from home are sometimes two months late. Altogether he's bored, and maybe a little homesick. As one boy put it to me: "It's all right day times, but there seem to be eleven evenings in every week."

The worst of it all is they won't let him go to the front, and instead of fighting, as he expected, he's being trained and trained everlastingly. And this training doesn't always consist in stabbing a dummy with a bayonet, or throwing trench bombs, or amusing work like that. Quite often it means digging trenches and feeding mules, and doing all sorts of unsoldierly work until he really almost forgets he's a soldier at all!

Now, don't let me for a moment give you the impression that our men over there aren't happy, or don't like their work. They have such good food that we begged for invitations to the army mess. They are the finest, healthiest, most upstanding set of young giants you ever saw. They are as keen as mustard to get to the front, and when they are at the front, they are as keen as mustard to get at the boche, and we are going to have reason to be mighty proud of them. One youngster from Oklahoma who had just come out of the trenches, said to me: "I've seen quite some of our fellows dead now, but I haven't seen one whose face looked scared yet. And when the bullet that's got my number comes, I ain't going to look scared neither." Oh, the fighting side is all right!

But when there's no fighting going on, or when the men are shut up in camps, praying for the day to go for-

ward there often comes a big sag in the evening, and home seems very far away.

Some genius realized what this absence of any touch of home in the soldier's life might mean. The Y. M. C. A. in France is the result. Wherever there is a camp you'll find a Y. M. C. A. hut or house. It isn't decorative. It is made of matched boards, and it looks just like a larger barrack, or a shooting gallery at Coney Island without the paint. It might cost at the outside \$3,000 to put up in America; in France it costs \$15,000, because the lumber has to be smuggled out of Spain or Switzerland under the noses of German agents.

And when the army can't spare the men to help put it up, for here are no German prisoners available, it sometimes has to be put up by French women. But it's there in every camp now, with its red triangle over the door, and it is the soldier's home and club and corner grocery store and church—and it wants to be his theater.

There is always a canteen (or canteen) at one end where they sell, at a little less than cost, the minor luxuries that Uncle Sam doesn't supply, such as cigarettes, and hot chocolate, and shaving brushes, and Sunshine biscuits. Along one side is a row of plain wooden tables, always crowded; where boys are writing back to you—letters home. You may have noticed the red triangle on the corner of the letter paper. On the other side is another row of tables, where they are playing checkers or cards. There is a little library of books. And here's where the old magazines go that you put a stamp on and drop into the post box without address. There is probably a phonograph grinding out "Mother Machree." And at the end, opposite the canteen, is a little platform. This is your stage. Sometimes the hut hasn't even a platform, and they will put two tables together for a stage.

In some of the more important camps there are separate auditoriums—except that "auditorium" is altogether too grand a word, for they are just like the other huts, except that there are no tables or canteen, and they are filled with closely packed benches. Sometimes the little stage has a drop curtain, oftener it hasn't. Once in a while the boys have painted a rudimentary "back drop." It nearly always represents New York Harbor, with the Statue of Liberty. There may be a little gasoline engine coughing its life away outside, and so you may have the luxury of electric lights. Sometimes the light is kerosene lanterns, and once in a while candles. But even when there is light enough, it's hard to see, because the place is so filled with cigarette smoke.

So you see what happens to the show that depends on scenery and costume.

I don't say that the huts are always so primitive. In a few towns the Y. M. C. A. has taken over regular theaters equipped with stock scenery, and here more elaborate plays can be

given. But just now, and for some time yet, the general conditions in our camps in France will best be met, and the most useful work will be done, by little companies of three to six players, each of whom can do some special act or recitation or musical turn, and then all combine for variety in a one-act play or sketch.

The fact that you are coming to play there will have been chalked up a week ahead on the bulletin board outside the hut, and the hut will be packed with boys to welcome you. They will be standing outside the windows as far as they can hear. It you are late they will wait.

In getting to one hut where Mr. Southern was announced to read our car broke down, ("you may expect that and it may be raining, too, but 'est la guerre!') and we were an hour and a quarter late. The boys had waited all that time, whistling and singing in chorus to keep themselves amused, but not one left his place, because he knew that some one else would take it if he did.

You see, it's not only entertainment you'll be bringing them, but entertainment from Home—Home that's 3,000 miles away.

You may think that if they are so starved for entertainment as that pretty nearly anything will be good enough to send them. Well, I don't look at our responsibility in quite that way. And there's another and a deeper reason why we ought to send them our very best. Over there in France everything about home has come to have a kind of golden halo. You know how it is yourself when you've been away for a long time. Every man from America seems to them a kind of messenger and representative from "God's country," and every American woman represents, not merely a woman, but his own mother or wife or sweetheart.

When we went up to the trenches we took my wife as far as a woman is allowed to go. We left her in a Y. M. C. A. canteen hidden away in a little wood at nightfall. The shack was lighted by three candles. In it there were about two hundred boys, who had come in to smoke because they couldn't light matches outside, or get a cup of hot chocolate before they went out for their night's shift in the trenches, or to mend the broken barbed wire on "No Man's Land." They had to mend that wire by feeling. They showed her their hands. She was the only woman within two miles, and when we came back I asked her how she felt among all those boys. And she said, "If I had a daughter of sixteen, I'd leave her there alone. And if any man touched her with his finger, these boys would tear him into a thousand pieces."

The place was within reach of gas shells, and she had been ordered to carry a gas mask. But the boys took it away from her. One of them held it near. "I'll put it on you quicker than you can if there is need," he said. "But we just can't bear to see an American woman wearing a gas mask."

Are we going to send anything but our very best to boys like that?

Indeed, every one who has seen our men in France feels that there has come to them a new dignity. It is difficult to express just what the change is—more difficult to guess the reason. It may be partly the self-respect that military discipline brings, it may be—and I think this a large part of it—that they know that the world has its eyes on them, and that they stand for America in a foreign land. But whatever the cause, some transformation has taken place. They are no longer boys, but men—men who respect the dignity of their service; men that the American theater cannot afford to belittle by sending anything but its most respectful best.

But by best, mind you, I don't mean highbrow. Men they may be, but when they're at play they are just great, happy, wholesome, fine American boys. They haven't lost their sense of humor. For instance, one division has taken for its motto: "See America First." They don't want you to lose your sense of humor when you come to them. They want cheerfulness, and gaiety, and clean laughter, and good catchy music, and stirring recitations, and little swift plays—oh, anything that's good of its kind, and well done, and made in America.

That's it—made in America. You'll never realize how much it will mean to those boys to have you come 3,000 miles to serve them—how much they need you—till you stand before your first audience and get their welcome. I envy you that feeling.

If any one of you who ought to go,

but who isn't willing to take the little trouble, and sacrifice the little money, and undergo the little hardship and perhaps the little risk to help those boys who are every day undergoing so much more for you—well, I'm not sorry for you. You will be missing a great experience and losing a greater opportunity—the opportunity to serve in person in this war.

Our allies, the English and the French, who have borne the burden so long will bear it long still. They will hold the line—hold it indefinitely. But it is up to America to supply the fresh power needed to turn this tug-of-war into victory and hurl the might of democracy across that line and into Germany.

We of the theater can personally help to speed this victory, because our men will fight better if we keep them happy and contented in their exile, and because in addition to entertainment we can bring the unspoken message that America is with them and behind them every day and every hour.

The service we are asked to do is

not a duty—it is a great privilege. And we owe a debt to the Y. M. C. A. in France, which has asked us to join with it in serving our soldiers there, and whose pioneer work has made our service possible.

Nobody Exempt

The man who knows Where good health goes And how to shun all human woes, At last himself turns up his toes. —Seattle Post-Intelligencer.

The Most Dreadful Disease

A woman's club in Holton the other evening branched off into a discussion of what is the most dreadful disease. The Recorder says the vote was unanimously for lockjaw. —Kansas City Star.

The Jailor's Revenge

The Hutchinson News is saving part of its sympathy for the Kansas prisoner who tapped the jailer on the head and escaped, but who later was caught and brought back, now to be fed by the jailer he hit. —Kansas City Star.

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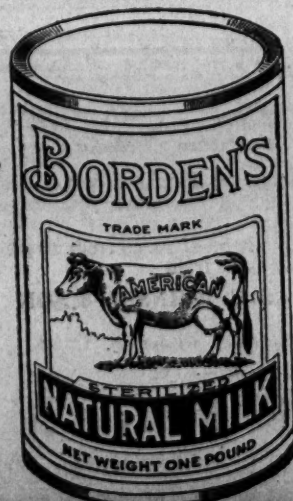
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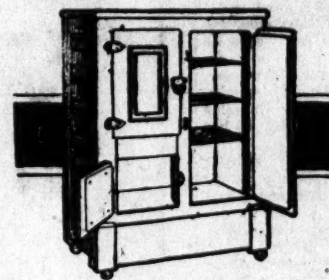
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And Exalts Skill Of The Men
In The Camden Yard

Philadelphia, May 5.—"The greatest day in the history of the American shipbuilding industry," was the way Marvin A. Neeland, President of the New York Shipbuilding Corporation of Camden, N. J., put it this morning, just after he had seen the 5,548-ton steel freight steamship Tuckahoe slide off the ways, exactly twenty-seven days and three hours from the time that her keel was laid, beating the best previous record for speed in ship construction by twenty-eight days.

"And a damn bad day for the Kaiser," added "Tommy" Mason, Superintendent of the Hull Division, who was directly in charge of the riveting gangs who built the Tuckahoe.

It was not alone the launching of the Tuckahoe, however, which made yesterday historic in the annals of the shipbuilding industry on the Delaware. Great as was the enthusiasm which marked the occasion, at the New York Shipbuilding Corporation's yard, it was at least equaled in the afternoon, when Edward N. Hurley, Chairman of the Shipping Board; Charles M. Schwab, Director General of the Emergency Fleet Corporation; Rear Admiral F. T. Bowles, U. S. N., in charge of the Government ship-fabricating program, and Senator Duncan U. Fletcher of Florida, Chairman of the Senate Committee on Foreign Commerce and Shipping, journeyed over to the great Hog Island yard, and held such a spontaneous patriotic rally, in the course of telling the workmen there what their brethren across the river had just accomplished, as never was seen before.

Practically every fighting leader of the shipbuilding program on the Atlantic Coast, including the heads of most of the rival yards, had been invited to be present at the launching of the record-breaking ship, and every one of them that could possibly leave his own yard had accepted.

Senator David Baird of New Jersey, who is nearing his eightieth birthday, whose home is in Camden, refused to go up on the platform, and had a chair placed for him directly under the Tuckahoe's towering bow, where he could watch every move of the workmen as they drove home the wedges, lifting the ship off the keel-blocks, and sawed through the massive wooden keel-piece releasing her in her cradle.

The ship herself looked practically ready to go to sea as she lay on the ways. Her funnel, bridge and masts were in place, her deck fittings shipped, and her sleek sides, which showed every rivet driven home, freshly painted in war color. Along the fore-castle rail and in the portholes showed the faces of many of the men who had built her, taking the full measure of their triumph by going over the side with the ship, while the others were clustered like swarms of bees all over the gigantic framework of the overhead crane runways on either side and above the ship. The entire upper surface of the big concrete shipway was covered with the thousands of other workmen in the yard, their families and friends.

The New York Shipbuilding Corporation band had been playing lively airs through which sounded the dull blows of the mallets driving home the wedges on either side of the ship, but as the last blows rang out, they stopped, and silence fell over the great throng, above which could plainly be heard the buzz of the big crosscut saw, biting through the keel-piece.

Named By Helen Hurley
Miss Helen Hurley, the sturdy twelve-year-old daughter of the Chairman of the Shipping Board, took her stand beside the prow, with the champagne bottle in her hand. The next moment the huge structure began to tremble.

"Now," said Mr. Neeland, and little Miss Hurley swung the heavy bottle, and as the foaming wine poured down the ship's stem, a roar of cheers drowned her voice, saying, "I name thee Tuckahoe," and the big freighter slid easily and gracefully down the long slope, taking the water as lightly as a swan.

Admiral Bowles, who had been leaning over the platform railing, his eyes taking in every detail of the scene, turned around with tears in them.

"No matter how many ships I see launched," he said, "there is something in the sight that never fails to touch me, and this one, I think, most of all."

The Admiral was not alone in feeling it, however. For a minute there was a complete hush among the group on the launching platform, and Mr. Hurley's own eyes were wet as he put his arm around his daughter and drew her to the other side.

Mr. Neeland, who had stubbornly refused to make any sort of speech himself, then, with three tremendous cheers and a tiger, introduced the Chairman of the Shipping Board to the crowd.

"The United States Shipping Board is proud of you and of your achievement," said Mr. Hurley. "We are particularly pleased to know that this vessel will be ready for sea service in forty-two days after the laying of her keel. We have coined the good news to General Pershing so that our boys in France will know how you are backing them up. I know it will

hearten them in their battles, just as it will dishearten the Kaiser.

Sends Message To Pershing

"The New York Shipbuilding Corporation, with its group of loyal American workmen, has today broken all records in the launching of a ship. You have demonstrated what can be accomplished by American workmen, and you have set a pace that will inspire the 550,000 workers now in shipbuilding plants and factories manufacturing accessories for ships. The other shipyards will try to beat your record, and thus a spirit of sportsmanship will be injected into this work, which will be doing the world a great service for all of which you are to be congratulated. This is the cablegram I sent to General Pershing:

"Management and workmen of New York Shipbuilding Corporation have just established a world record by launching a steel ship of 5,500 dead-weight tons in twenty-seven days. The army of 550,000 men in the American shipyards thus show that they are working shoulder to shoulder with their comrades in the trenches. 'I patriotic spirit shown by the workmen of this company exists in every shipyard in America. This feat is an indication of the fighting spirit among the 550,000 workmen in shipyards and plants supplying materials for shipbuilding. Every shipworker in the United States appreciates the necessity of building ships quickly if you and our boys are to win this war. Will you give this cheering news to the boys in the trenches, as these records mean reinforcements of men and supplies?'"

"Now, my friends, as we are all soldiers under one Commander in Chief, whom the world recognizes as one of the greatest leaders of thought and men of all times, I have the honor of delivering a message from the President of the United States to the workmen and executive staff of the New York Shipbuilding Corporation. He is keenly interested in your work and the conditions under which you are working, and if there is any doubt in the minds of any one as to his personal interest in your success, that doubt will be immediately eliminated when his letter to each and every one of you is read.

Congratulations From The President
"I have had a facsimile copy of the President's letter made, and each man who has worked on the Tuckahoe will receive one of these copies as a souvenir. This is what the President has written you:

White House, Washington, May 3, 1918.

To the Workmen and Executive Staff of the New York Shipbuilding Corporation, Camden, N. J.:
My Dear Friends—I want to congratulate you on the extraordinary

record you have made in your work on the steamship Tuckahoe. I wish I could be present in person to express to you the feeling that I have, that we are all comrades in a great enterprise, and that you have played your part with extraordinary devotion and skill, eliciting not only my admiration, but I am sure the admiration of all who will learn of what you have accomplished. I congratulate you and bid you Godspeed. Cordially and sincerely yours.

There was no need for any one to introduce Mr. Schwab as he stepped forward. When the spontaneous roar of welcome from the men had died away Mr. Schwab in his turn drew little Miss Hurley up beside him.

"I want my sponsor with me," he said. "This is a big job, and so I look for my chief support to the ladies. I know how well I am ruled and Roar Of Cheers For Schwab

WOODROW WILSON.
way to insure the success of anything in this country is to secure the support of the ladies.

"Feeling myself, as I do, a new man at this shipbuilding game, I have little to say just yet. But I want to say there is one thought dominant in my mind as I see that beautiful ship glide into the water. That is that this day has seen the most decisive blow we have struck in this war in many months.

"I cannot but feel that such a shot, my boys, will resound through the world. And you, fired it. We in Washington don't deserve the credit; all we could do was to help you find the opportunity. The managers and the workmen of this yard deserve the public credit, and I shall be the first to see that they get it.

"For myself, I can only say that I am in this thing with a heart so full of patriotism and enthusiasm that I feel if I can only convey a little piece of it, a small part of what I feel, to you boys here and elsewhere, in going around the yards, nothing under God's heaven can stop us. But one thing is necessary now to satisfy the President and the people of the United States; that is your enthusiasm and your loyalty.

'Go To It, Boys,' Schwab Says

"Boys, give it to them! Put your shoulders into it! Make such a stroke that all Germany will feel it! There never were better men anywhere than are in these shipyards of ours, and once aroused, nothing short of the fullest success will satisfy them. Go to it, boys! I will be with you once a week, anyhow, and in spirit every day, for Mr. Neeland here is one of my old boys up at Homestead.

Keep up the good work, and—down with the Kaiser."

As Mr. Schwab fairly shouted the final words the men burst into a cheer compared with which all their previous efforts were faint and pale. But Mr. Schwab only waved his hand to them and stepped back to give room to Charles L. Piez, Vice-President of the Emergency Fleet Corporation.

"The thing I feel in face of a thing like this," said Mr. Piez, "is a deep sense of reverence, before a wonderful achievement. And I want you men to feel that you are real factors in the war, as much as though you were actually fighting the Germans. If all the shipyard workers come up to the mark you have made we'll build 3,500 ships this year, and that is more than the submarines have ever sunk. Between over here and over there your job is, if anything, more important even if not so dangerous.

"Now, I have here the first of some silver medals which we want to present on behalf of the Emergency Fleet Corporation to every man who actually worked on the Tuckahoe. And I hope you soon have us up here to celebrate another new record. If we can repeat this accomplishment the war will be over in a very short time, sooner than any of us realize."

Before the crowd had dispersed the men were already at work clearing away the timber and swinging over the keel-plates of another big freighter, while around the corner, in the wet fitting-out basin, the Tuckahoe was already lying alongside the pier with a big revolving gantry crane swinging parts of her permanent interior fittings on board.

Out For Another Record

The guests of the occasion adjourned to the offices of the yard for luncheon, where Mr. Schwab called in Superintendent Mason and personally presented him a gold watch as a souvenir of his achievement. The superintendent stood silent a moment, and then blurted out:

"Mr. Schwab, the one thing the men here want to do is to serve, and there isn't anything you tell us to do that we won't do. We're only waiting for orders, and we'll break this record before anybody else can come near it."

Conversation with the higher officers of the New York Shipbuilding Corporation showed that they all believe that they can break the record made on the Tuckahoe before the summer is over. Incidentally, they have hope of lowering the record for her delivery complete to ten days after launching, or thirty-seven days after laying the keel—eighteen days sooner than any other ship of her

type or size was ever launched. Within fifty days after her keel-laying she may be on her way with her first cargo to France.

All the leaders of the shipbuilding army, from Mr. Hurley down, are jubilant over the Tuckahoe, not as an isolated record, but, as they believe, only a fair test of what the fabricated ship program can accomplish. The material for the Tuckahoe was fabricated in the yard, instead of in plants miles away, but as far as the actual flow of material to the ways is concerned this makes no difference in the case. Three shifts, working eight hours each, were at work on her, but three shifts can equally well be put on in every other shipyard in the country, it was pointed out, if the men can be had—and they can be had, Mr. Hurley is certain.

Lesson Drawn By Bowles

"The one great lesson of this achievement," said Admiral Bowles, who is the trained and expert naval constructor of the Shipping Board organization, and knows more about the actual technical working out of the fabricated-ship idea, than any one else in the United States, "is the lesson that intelligent forethought and preparedness are all that is needed to accomplish results in the fabrication of ships that were undreamed of a little while ago.

"Nothing was done in building the Tuckahoe that cannot be done over and over again in any shipyard in the country. It is only a question of careful organization and planning, thoroughly good teamwork, and ample supplies of material. Just now the last requirement looms biggest for us. The one crying need of our shipyards is to get far enough ahead with our shipments of material, so that the men will have plenty ahead of them to work on, and it can be fed to them as fast as they will take it."

Mr. Neeland also pointed out, with reference to the possibility of building ships faster even than the Tuckahoe was built, that the men on her were actually handicapped. She was built on one side of a double way, on the other side of which, throughout the job, lay a huge 3,800-ton freighter, complete all but the sternpost, which has had to lie idle for weeks because of the failure of the forging for that essential part to arrive from the steel mill. This ship undoubtedly hampered the work on the Tuckahoe considerably. For another thing, the Tuckahoe was built with only one overhead crane, which swung every single bit of steel into position single-

handed. Next time they will have two cranes working at once.

Finally Mr. Neeland said Superintendent Mason and his men themselves now knew far more about building ships rapidly than they ever did before. They had learned many lessons on the Tuckahoe, he said, which would serve them and the country well in the future, and also they themselves knew now what they could do when they tried.

At Hog Island Mr. Hurley, Mr. Schwab, Admiral Bowles and Senator Fletcher were received by a guard of honor of the mounted police force of the yard, and then the entire yard force of policemen and firemen passed in review. A crowd of fully 3,000 of the 23,000 workmen employed at the yard, with many guests from Philadelphia, gathered in front of the reviewing stand, and Admiral Bowles opened the rally with a message from Camden.

"Our friends across the river," he said, "in launching today a vessel completed in twenty-seven days have done us here in this shipyard a great favor, as well as doing this country a great honor. They have shown what it is possible to accomplish in a yard designed for the assembling of ships, when there is plenty of steel ready, when everything is prepared, when there is a good organization, and when we have the men."

"I understand that the Shipping Board in commemoration of the event has struck a silver medal, to be given to every man who took part in the building of that ship. Now, the making of that medal of silver is a plain intimation that later there may be one of gold, and I want everybody to understand that we in this shipyard are out for the gold medal.

"I feel that we can do it, and I want you to understand that I have not only staked my whole reputation on it, but I have bet money on it, besides. It is no joke; all the cream that I hope to skim off in my later years depends upon the cow I have had promised me, if we turn out fifty ships this year. Mr. Schwab today promised me, that if we can turn out

those fifty ships, I can lead that cow, myself, in triumph through this yard, from one end to the other."

Schwab Exports Ship Workers
Then Mr. Schwab impulsively ran down from the rather lofty reviewing platform, to the lower stand where he could reach down and touch the upturned hands of the men crowded around him.

"I want to get down here closer to you," he said. "I feel that I am just in the same position as we are all in in this great age of democracy. I feel that I am one of you, and if I cannot be one of you, then we are not going to have the co-operation and success that I am hoping for. No man ever worked for me in my life, but many thousand men have worked with me, and that is what I want the men of Hog Island to do.

"God has endowed this nation with more natural resources, and its people with greater enthusiasm and energy, than any other nation on God's green earth, and we are going to make our mark in history. Now is the time. The United States has never been defeated in a war, and we are not going to be defeated now! "And in years to come, I hope and believe, this island will be known not as Hog Island but as Victory Island. We are all with you—we cut but little figure, and we can only help, we can encourage, and we can approve. You have the support of a whole country back of you. Go to it, and God bless you!"

Then Mr. Hurley made the shortest speech of the day, but it had the most feeling in it of any, and was one of the most enthusiastically cheered.

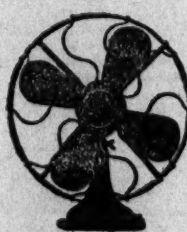
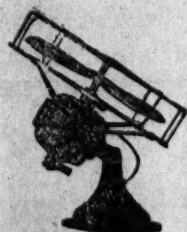
"I think you will all agree with me," he said "that when President Wilson asked Mr. Schwab to take the Director-Generalship of the Emergency Fleet Corporation he made no mistake. I want to say only one word more.

"President Lincoln at one time, referring to one of his Generals, said: 'If he can help to win this war I am willing to hold his horse.' If Charles M. Schwab can build these ships—and I know he can—and I can help him by it, I am willing to hold his horse."

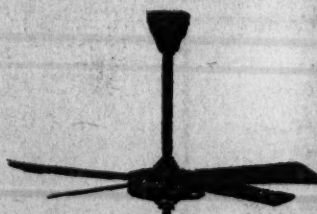
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Of the Royal Flying Corps.

A short spell of night flying close to the enemy's lines rounded off the Saturday's entertainment, and on Sunday we were off again. This time our objective was Stuttgart, and in some respects the program was much the same as Mainz.

(Continued from Page 10)

In regard to the court-martial, courts of summary jurisdiction, and appeal for trial by jury, the act and its amendments continue:

"For the purpose of the trial of a person for an offense under the re-

Noncompliance with order of Army Council requiring information as to agricultural holding, or giving false information; allowing bells to be rung or chimed or clocks to strike in areas and during hours where lights are obscured or extinguished; noncompliance with order of Minister of Munitions regulating and restricting building and construction work, or false statement or representation to obtain license for such work; noncompliance with

noncompliance with any one of a number of rules regarding military matters; noncompliance by owner, manager, &c., with rules about firearms; noncompliance with order requiring information as to motor spirit used or kept, or using motor spirit for char-a-bancs, &c., outside regulations; contravention of provisions for testing accuracy of information to Ministry from munitions establishment; nonproduction of national registration certificate to police; unauthorised possession of certain ores and metals; refusal by person arrested on suspicion to allow photographs, fingerprints, impressions to be taken; noncompliance with rules regarding disabled carrier pigeons, closing orders for places of amusement, prohibited race meetings, railway travel, details of ships.

As is known, all Germans in France are interned, no matter how rich or prominent they may be. There has been much "spy catching," however, in Spain, Portugal, Switzerland, Holland, Norway, and Sweden. Severe measures have reduced that peril to a minimum.

In Italy many amendments to existing laws and creations of new regulations have worked out a detailed system for the graduated treatment of sedition and the like; generally speaking, Italy's mode of procedure is unlike that of France—court-martial for "dealings with the enemy."

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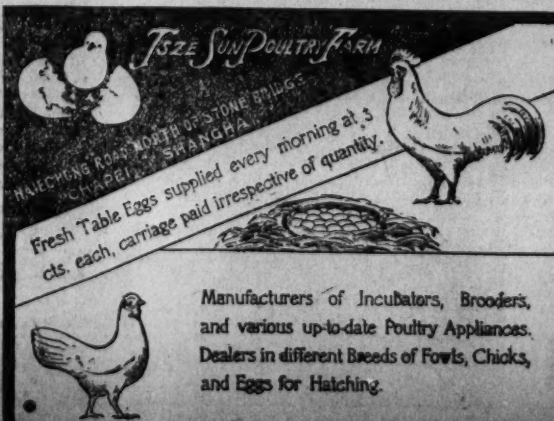


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Ford Building New And Deadly Type Of Submarine Chasers

"Dry Dock" On Rolling Track Rapidly Turns Out 200-Foot U-Boat Destroyers

New York, April 28.—The first sketch of the new submarine chasers being built by Henry Ford is published today. The boats are approximately 200 feet in length, with a speed much greater than the largest cruiser submarine, with guns heavier and of longer range than any submarine now mounts. Not a splinter of wood is being used in these new boats.

Viewed from above, they look like a clipper built for speed. The prow is long, pointed and of very strongly reinforced construction to enable it to ram a submarine by a crushing blow without damage to itself.

On January 18 last the Navy Department sent two drawings to Henry Ford at Detroit with the request, "Please make these for us." The drawings were little more than pictures of the plan and elevation of a new type of steel ship.

300 Special Drawings

More than three hundred special drawings had to be made by skilled engineers, not only for the keel and bulk, but for bulkheads and watertight compartments, gun stations, engines, lighting plants, ice plants and all the auxiliary systems of a high-powered high-seas steel ship. Every one of the hundreds of thousands of rivets and bolts had to be specified in the plans with minute accuracy.

In less than two weeks, by tolling Sundays, the work was well under way, although Henry Ford is a strict Sabbatarian.

Every piece of steel in the boat is to be standardized. The keels are laid on a moving platform, built end to end in a shop more than half a mile long, so that the boats on the ways will look like a train of cars. The frames, or ribs, are very strong, much stronger than those of an ordinary yacht. As the side plates of sheet steel about a quarter of an inch in thickness are riveted in sections to the ribs the boat moves on its rolling platform toward the exit of the shop, where an "elevator" gently sinks into a basin connected with the Rouge River. The completed steel ship then boats of the "elevator" and is moored alongside the basin to receive engines, shafts, propellers and electric equipment from overhead cranes.

Deck A Rolling Track

In other words, the "drydock" in which the vessel is built is only a rolling track in a great shop. The three or four thousand parts required to build the ship are stacked behind

the workmen, in the order in which each workman requires them. Thus the keel is first laid and riveted, and then the keel itself moves forward to the next place, where the giant steel ribs are waiting for it. The skeleton ship thus formed continues to move forward to where an entirely new set of workmen are waiting with the heavy steel plates. As each plate rises to the side of the steel frame an automatic steel riveter fixes it permanently.

Almost before the white-hot rivets have time to cool the paint begins to go onto the exterior, making the boat water-tight. And all the while the ship itself is moving, while the workmen remain stationary on their feet, only their hands, eyes and brains working at top speed.

Each set of workmen, more than a thousand in all, attains the highest possible skill and speed in doing just one thing as the slowly moving ships pass before them.

After the boat is floated into the Rouge River basin it receives its superstructure, deck houses, guns, anchors, stiffs, spars, three oil-burning engines, with the highly complicated electrical equipment, funnels, upper and exterior works, and finally the interior fittings.

Ship Constantly Moves

Constantly the ship moves, even in the basin. The motors and heavy fittings are not brought to the ship; the ship is brought to them. At every stopping place the vessel becomes a more fully equipped ocean-going ship until at the last stopping place she fills her great oil tanks. Then she is ready to go under her own power through the lakes and the St. Lawrence River to the Atlantic and thence across the ocean to the submarine hunting field.

When the Rouge River freezes the work of assembling these naval vessels will be transferred to the Newark, N. J., yards, where a plant similar to that in Detroit is now being built.

Complete overseas steamers, strong enough for winter work on the Atlantic, will soon be turned out complete at the rate of two or three a week.

The new depth bombs and the new radio invention for detecting submarines when they are out of sight under water will make these swift vessels the deadliest foe of the submarine except the peerless United States destroyers, to which they will be auxiliary. They will carry five naval officers and about twenty men,

are on the lookout especially for any new and better type of fighting craft.

It is here, indeed, that we must exercise constant vigilance. Surprises in design are much more likely to be encountered with aircraft than with other weapons of war seeing that the aircraft is so new, and this means that we must never, at any one moment, rest content with the machines we have, but must strive for something that is faster and better armed.

Granted that the enemy does not spring any surprises on us in design—and he should find it difficult to do this if we are sufficiently on the alert—then it is by sheer weight of numbers and by fierce and bitter fighting that the Allies will strive for a full command of the air. There will be no hope of gaining this, or of holding it when gained until we have an overwhelming superiority of pilots and machines.

Must Gain Full Mastery

What we have to do, if we can, is to deal the Germans a real knockout blow; and this means that we must not only drive them out of the air, but keep them on the ground once we have forced them there—a task impossible of achievement unless we can outnumber them, say, by something like three or four to one. And in this matter of production, of outbuilding the enemy till we overwhelm him, the chief factors are now pilots and engines.

With America coming to our aid, and sending us streams of young men who make admirable flyers, a great increase in the number of our pilots should present insuperable difficulties. What is a far more troublesome matter is to increase with sufficient rapidity the output of high-power aero motors. The engine is the heart of

American Ace Is Dead After Downing Eighteen



MAJOR PAUL LUFBERY

Major Paul Lufbery, premier American "Ace," had destroyed his eighteenth German airplane in battle, when he himself met death. This photo was the first one taken of Major Lufbery in an American uniform, after his transfer from the Lafayette Escadrille to the American Aviation Corps. American aviators in the French and American service had accounted for forty enemy planes up to April 27.

the aeroplane, and it is vital with us, again with the help of America, to produce these high-powered motors in greater quantities than is the case today.

No artillery, and, indeed, no other weapon of war, can wield anything like the power that bomb-dropping aircraft have now begun to wield—the power, that is to say, of cutting off at their very source the munitions on which the armies of the enemy depend.

Not only do aircraft attack supply trains while these are on their way to the front but they now fly on until

they reach the cities where these supplies are being made, dropping bombs through factory roofs and destroying the machinery and stores which they contain, besides spreading consternation among the workers.

It is obvious that bombing aircraft could end the war in a week if raids could be made ceaselessly and by a sufficiently large number of machines. If, for example, the communications of an enemy could be broken and their restoration prevented and his munition areas bombed so violently that they ceased to be productive, then his armies would be without food or ammunition.

That this stage has not yet been reached is due to the fact that none of the great countries which are at war was sufficiently confident in aircraft as a weapon for attacking land positions to begin early enough in the war anything like an adequate program of construction. Instead of these powers of the aeroplane being anticipated, as they might have been, it was left for the machine itself, by repeated raids, to prove what it could do and literally to force action to be taken; and even then such action was, until recently, far from being adequate.

It is certainly remarkable that, whereas the bomb-dropping powers of the aeroplane were demonstrated as far back as 1911, three years before the war, we should only now begin to find ourselves, after nearly four years of actual warfare, in anything like a position to deliver effective raids.

So far as this country is concerned, the position is that we are producing aircraft in sufficient numbers to give us a margin over and above the requirements on the battle fronts; and with this margin we are now able to decide what results, moral and material, can be obtained from raiding which can be made systematic instead of spasmodic. The crux of the question is whether we shall be able so to profit by this growing power that we shall not merely disorganize temporarily the enemy's war work behind his lines but attack him so frequently and destructively that this disorganization becomes permanent.

Control Imperative

The answer depends as much on the enemy as on us, and for the reason that neither side can reap the full results of raiding until the flying forces of the enemy have been defeated and an aerial supremacy gained and held. If you have not inflicted heavy punishment on the enemy and he is able to make on the long-distance raiders which enter his territory may involve the loss of so many machines that, on a balance of results, the advantage is with him rather than with you.

It should be borne in mind that defensive measures, though they will

not stop a raid, can, if they are energetic, take a good deal of the sting out of it. To realize this, one has only to picture a raid being made against a munition center which is undefended. In such a case the pilots could descend so low that every bomb they dropped reached a definite objective. But when a point of attack is well defended by aeroplanes and guns the raiders may be so harassed, even if they are not brought down, and forced to keep so high that only a few of their bombs prove effective.

The drawbacks of a defensive are illustrated by the organization we have been obliged to build up in this country to repel German raiders. If early in the war we had been able to provide ourselves with more fighting and bombing aeroplanes we should not have been forced to this process, but should have been able to prevent, instead of merely to hamper, the assembling of the enemy squadrons in Belgium and should have been able in addition to give him so much to do in defending his own vulnerable points that he would have had very few machines, if any, to set aside for long-distance raids into this country.

If one assumes that the allies will gain sufficient power in the air to inflict upon the enemy a really crushing defeat, and there is now every hope they may, granted that output is still further expedited, then one is justified also in the assumption that air power, employed relentlessly by a force which has gained ascendancy, will so demoralize the Germans not only in the war zones but also in their munition centers that it will soon bring the enemy to the point of collapse.

Healthy Babies Sleep Well at Night

A well child sleeps well and during its waking hours is never cross but always happy and laughing. It is only the sickly child that is cross and peevish. Mothers, if your children do not sleep well, if they are cross and cry a great deal, give them Baby's Own Tablets, the Canadian children's remedy, and they will soon be well and happy again. Concerning the Tablets Mrs. Chas. Dottle, North Temascaming, Quebec, writes:—"My baby was greatly troubled with constipation and cried night and day. I began giving her Baby's Own Tablets and now she is fat and healthy and sleeps well at night." The Tablets are sold by medicine dealers, or by mail at 60 cents a vial from the Dr. Williams Medicine Co., 96 Szechuen Road, Shanghai.



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Office Hours

9 to 12

2 " 6

'AEROPLANES COULD END WAR IN WEEK'

Sufficient Number Of Bombing Machines Means Balance Of Power

By Claude Grahame-White

London, April 15.—The final struggle for aerial supremacy has begun, and with its progress we have no reason to feel satisfied. The fierce fighting which is taking place, between aircraft more heavily armed than was the case a little time ago, entails, of course, extremely serious losses; but we know now—so far, at any rate, as this present phase of the struggle is concerned—that the best British machines exceed in speed and in the height they attain anything the Germans send against them, while our best fighting armmen, and those of our gallant ally France, continue to prove that, man for man, they are the superiors of the enemy.

From what may be called the first round of this final struggle one may indeed say truthfully that we have emerged quite well. The punishment we have already inflicted on the enemy will be all to our advantage when we reach those periods of even more intense fighting which should come with the summer months.

Germany Knows Peril

It must not be forgotten, however, that the Germans realise now very clearly the grave peril in which they will find themselves if they are beaten decisively by air. It may be taken for granted, therefore, that they are redoubling their efforts, and that they

are on the lookout especially for any new and better type of fighting craft.

It is here, indeed, that we must exercise constant vigilance. Surprises in design are much more likely to be encountered with aircraft than with other weapons of war seeing that the aircraft is so new, and this means that we must never, at any one moment, rest content with the machines we have, but must strive for something that is faster and better armed.

Granted that the enemy does not spring any surprises on us in design—and he should find it difficult to do this if we are sufficiently on the alert—then it is by sheer weight of numbers and by fierce and bitter fighting that the Allies will strive for a full command of the air. There will be no hope of gaining this, or of holding it when gained until we have an overwhelming superiority of pilots and machines.

Must Gain Full Mastery

What we have to do, if we can, is to deal the Germans a real knockout blow; and this means that we must not only drive them out of the air, but keep them on the ground once we have forced them there—a task impossible of achievement unless we can outnumber them, say, by something like three or four to one. And in this matter of production, of outbuilding the enemy till we overwhelm him, the chief factors are now pilots and engines.

With America coming to our aid, and sending us streams of young men who make admirable flyers, a great increase in the number of our pilots should present insuperable difficulties. What is a far more troublesome matter is to increase with sufficient rapidity the output of high-power aero motors. The engine is the heart of

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ANGLO-CHINESE SOCIETY ORGANISED IN HUCHOW

Object Is To Bring Various
Peoples Together For
Social Purposes

China Press Correspondence
Huchow, June 12.—There has just been formed in the city of Huchow a society which is thought to be unique in the annals of Anglo-Chinese intercourse. It has been named the "Huchow Literary and Social Club"; in Chinese the "Wu Hsing Wen Yuh-huei." Its purpose as stated in its constitution is "the mutual benefit of its members in social intercourse, in the discussion of important topics of the day, and in the promotion of acquaintance among the residents of Huchow city and vicinity."

The first meeting was held on Tuesday, June 11, at 4.30 p.m. in the large reception hall of Ivey Home in the Hailao, and although the day was the worst of the season, there being a steady downpour of rain, nearly everyone who had been invited was present. A very enthusiastic meeting resulted. Refreshments were provided by the ladies of Ivey Home. Mr. Latimer, as chairman of the committee previously appointed to draw up a constitution, presided and added much to the success of the evening by his felicitous remarks and his abounding geniality.

Speeches were made by Mr. Chang of the Customs staff, and by Mr. Ting of the provincial Third Middle School. Both gentlemen expressed pleasure at the formation of the society and predicted much good from it. There were several selections of music and the constitution was adopted.

Officers for the following year were elected as follows: President, Mr. Chang; Vice-President, Dr. F. P. Manget; Secretary and Treasurer, Mr. Ting.

A program committee consisting of Mrs. Leach, Mrs. Pilley, Miss Chuan, Rev. Z. T. Kaung, and W. A. Estes was also elected.

It is proposed to hold eight meetings a year, stopping for the summer and skipping a month at Chinese New Year. There will be one meeting devoted to a musical program, and one to a strawberry and ice-cream festival in season. The other meetings are expected to be of a literary nature. Papers will be prepared upon topics of general interest, discussions will be held, and any prominent Chinese or foreigner who may be available will be asked to speak. The charter members are all English speaking, but it is expected to invite non-English speaking Chinese to join, and it is hoped that before long a large number of these will become active members. The programs will be given partly in Chinese and partly in English.

As intimated above, it is believed that this club presents something new in Anglo-Chinese relations. It is an effort to promote friendship and understanding between Chinese and foreigners, and it attempts to provide a platform whereon men and women of any nation or creed may meet in a fraternal spirit to discuss questions of interest to their common humanity. It will endeavor by every possible means to actualise that wise old saying of the great Chinese sage, "Within the four seas all are brethren."

Rubber Prices

Messrs. Meyer and Measor, Singapore, report that their Auctions this week showed prices of \$79 to \$74 for Pale Crepe and \$81 to \$73 for Smoked Sheet, the tendency of the market being unsettled.

The Y. M. C. A.—Its Work Here And Over There

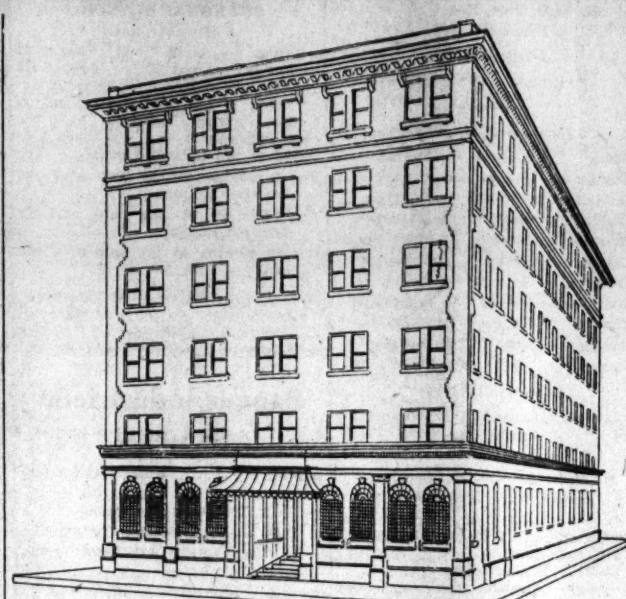


Where there are men there is the Y.M.C.A. That the great war has brought out, as it has also about the Red Cross and other alleviating agencies. The pictures above give glimpses of the Y.M.C.A. in different parts of the world. Above is a scene behind the trenches of France. It shows one of the entertainments given by the Army Y.M.C.A. for men just out of the front lines. There are a hundred such Y.M.C.A. camps in France, each of them the only connecting link between the mad primitive abnormal world of war and the life that men knew before August 1, 1914.

Below is a vastly different picture. It is a sketch of the Y.M.C.A. hotel that the Chinese Y.M.C.A. of Shanghai is to build, the hotel for which the association is now asking Shanghai to donate \$250,000. Its purpose is to provide a clean, comfortable and decent home for the many Chinese young men in this port far from home, family and friends.

The campaign to raise the \$250,000 needed to erect the hotel was formally launched last night at a dinner given in the Carlton. There committees were organized and plans laid to gather in the dollars. For foreigners and Chinese alike are giving both money and effort and time to raise this fund and make this hotel a reality.

At last night's banquet announce-



ments were made of the first contributions to the fund. Mr. Liang Shih-yi and his friends have made a donation of Tls. 10,000. The B. A. T. contributed through its man-

Mr. David Gamble of Pasadena, Cal., subscribed \$1,300. Mr. C. C. Nieh's family, it is understood, has also promised to give a large sum.

According to the plans for the hotel, the ground floor will be devoted to social purposes. A spacious dining room capable of seating 350 people on this floor will serve either foreign or Chinese food. There will also be private dining rooms, billiards, pool, chess and other indoor games to make the lobby a live and attractive place. The barber shop, the business office, the laundry and the elevator will also be a part of the first floor plan.

The floor above the first will be mainly devoted to club rooms, studies and bed rooms. Some rooms will be furnished complete as in metropolitan hotels, while others will be furnished merely to meet the needs of an average student. The roof garden will be the open air gymnasium and playground for the members.

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report for week ending June 13:

There is no improvement in the local share market since our last report. Transactions are few and the turnover is almost negligible.

BAR SILVER

London, June 10.—Today's silver prices were:

Bar Silver Spot: 48½d. Steady.

Previous quotation, London, June 11:

Bar Silver Spot: 48½d. Steady.

Previous quotation, London, June 8:

Bar Silver Spot: 48½d. Steady.

Passengers Arrived

Per C.N. s.s. Tungting from Hankow.—Mr. Sungiao and Miss Gency.
Per C.N. s.s. Sungking from Hongkong.—Mr. and Mrs. Koshman.
Per C.M. s.s. Kiangteen from Ningpo.—Mr. I. Flores.

Launch Services

Tuesday, June 18, 1918.

The tender conveying passengers on board the S.M.R. s.s. Sakaki Maru will leave the Custom's Jetty at 4.30 p.m.

Sicawei Weather Reports

14.—Squally, showery, bad weather at the mouth of the Yangtze and on the Southern part of the Eastern Sea. The barometers have considerably fallen in China. The Chinese Calendar seems to have, once wisely forecasted this date as the beginning of the Hwang Mei (Great humidity period) for 1918.

15.—Cloudy, misty, damp, showery weather.

Saturday, June 15, 1918.

WEATHER 4 A.M. 9 A.M.

Bar. at Cent., mm... 750.69 750.77
Bar. at Cent., inches... 29.55 29.56
Variation for mm 12h... -6.86 -6.11
Variation for mm 24h... -3.68 -3.49
Wind—Direction... SE SSW
Wind—Kilom per hour... 14 18
Wind—Miles... 8.7 11.3
Temperature—Cen... 21°6 23°2
Temperature—Fah... 70.9 73.8
Humidity... 98 98
Nebulosity 5-10... 10 10
Rainfall mm... 14.6 6.5
Rainfall inches... 0.57 0.25

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200	" 2.50 "

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Wash fruits, vegetables, fish and meats with B-K solution.

It will kill the germs but will not harm you.



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SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE

Shanghai North To Nanking—Up (Main Line)										Nanking To Shanghai North—Down									
STATIONS.	Local	Express	Fast	4th	Fast	Local	Fast	Local	Express	STATIONS.	Local	Fast	4th	Fast	Express	Local	Express	Local	Express
SHANGHAI NORTH	dep.	7.55	9.10	9.40	12.45	13.25	17.15	17.25	22.00	PEKING	dep.	8.35	9.50	10.10	14.20	15.35	22.00	22.00	22.00
SOOCHOW	dep.	8.41	11.22	12.20	14.55	15.15	19.20	19.25	2.10	TSINANFU	dep.	9.36	10.59	11.12	16.41	17.08	2.10	2.10	2.10
WUSIH	dep.	10.21	12.24	13.41	15.64	15.84	19.27	19.32	2.10	PUKOW	dep.	10.36	11.59	12.12	17.41	18.08	2.10	2.10	2.10
CHANGCHOW	dep.	11.22	13.16	14.33	16.16	16.36	19.30	19.35	2.10	SHANGHAI NORTH	arr.	12.15	13.10	13.23	18.52	19.19	21.01	21.01	21.01
TANYANG	dep.	12.09	14.03	15.20	17.03	17.23	20.00	20.05	2.10										
CHINKIANG	dep.	12.52	14.46	16.03	17.46	17.66	20.10	20.15	2.10										
NANKING	arr.	13.18	15.12	16.29	18.12	18.32	21.00	21.05	2.10										
PUKOW	dep.	15.30	17.15	18.32	20.15	20.35	23.00	23.05	2.10										
TSINANFU	dep.	16.18	18.03	19.20	21.03	21.23	23.50	23.55	2.10										
CHANGCHOW	dep.	17.05	18.50	20.07	21.50	22.10	24.00	24.05	2.10										
TANYANG	dep.	17.52	19.37	20.54	22.37	22.57	24.30	24.35	2.10										
CHINKIANG	dep.	18.39	20.24	21.41	23.24	23.44	24.30	24.35	2.10										
NANKING	arr.	19.18	21.12	22.29	24.12	24.32	25.00	25.05	2.10										

R. Restaurant Cars. *Connects at Pukow with the through Siberian service. S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (BRANCH LINE)										Shanghai North to Woosung Forts—Down									
STATIONS.	Local	Express	Fast	4th	Fast	Local	Fast	Local	Express	STATIONS.	Local	Fast	4th	Fast	Express	Local	Express	Local	Express
WOOSUNG FORTS	dep.	6.50	8.10	8.40	10.15	10.35	13.00	13.10	20.00	SHANGHAI NORTH	dep.	6.10	7.30	7.50	9.25	9.45	12.00	12.10	20.00
KIANGWAN	dep.	7.17	8.37	9.07	10.42	11.02	13.27	13.37	20.00	WOOSUNG FORTS	arr.	6.45	8.05	8.35	10.00	10.20	12.35	12.45	20.00
SHANGHAI NORTH	arr.	7.25	8.45	9.15	10.50	11.10	13.35	13.45	20.00										

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE.										ZAHKOU TO SHANGHAI NORTH—"UP"									
STATIONS	Local	Fast	Slow	Goods	Local	Ex-press	Local	Local	Local	STATIONS	Local	Local	Fast	Slow	Local	Ex-press	Local	Local	Local
Shanghai North	dep.	7.35	9.00	10.00	14.50	15.50	16.00	16.10	16.20	Zahkou	dep.	6.30	7.55	8.55	9.20	14.10	15.30	16.05	16.15
Jieshi	dep.	7.51	9.16	10.23	15.06	16.06	16.16	16.26	16.36	Hangchow	dep.	7.00	8.30	9.30	10.00	14.35	15.05	15.15	15.25
Sicawei	dep.	7.58	9.23	10.30	15.13	16.13	16.23	16.33	16.43	Changnan	dep.	8.04	9.48	10.48	11.40	15.20	15.30	15.40	15.50
Lunghua Junction	dep.	8.15	9.40	10.53	15.30	16.30	16.40	16.50	17.00	Yehkah	dep.	8.41	10.31	11.31	12.39	15.51	16.01	16.11	16.21
Shanghai South	dep.	7.45	9.10	10.20	13.35	15.00	16.00	17.55	18.10	Kashing	dep.	7.15	9.28	11.22	14.10	16.30	16.40	16.50	17.00
Lunghua Junction	dep.	8.15	9.40	10.53	13.52	15.30	16.29	18.12	18.27	Kashai	dep.	7.45	9.53	11.55	14.48	16.52	17.02	17.12	17.22
Sungliang	dep.	8.59	10.45	12.02	16.07	17.42	18.12	18.27	18.42	Sungliang	dep.	9.05	10.47	12.59	16.08	17.40	17.50	18.00	18.10
Kashai	dep.	9.51	11.52	13.25	16.53	18.49	19.19	19.34	19.49	Lunghua Junction	dep.	10.30	11.35	14.05	17.18	18.20	18.30	18.40	18.50
Kashing	dep.	7.40	10.25	12.30	14.35	17.22	19.20	19.35	19.50	Shanghai South	arr.	8.35	10.50	11.55	14.25	15.50	17.40	17.50	18.00
Yehkah	dep.	8.45	11.05	13.15	15.50	17.55	19.50	20.05	20.20										
Changnan	dep.	9.45	11.41	14.00	16.50	18.24	20.20	20.35	20.50										
Hangchow	dep.	11.10	12.50	15.25	18.30	19.19	21.15	21.30	21.45										
Zahkou	arr.	11.35	13.10	15.50	19.00	19.35	21.30	21.45	21.60										

KONZENCHIAO TO ZAHKOU

STATIONS	Local	Fast	Slow	Goods	Local	Ex-press	Local	Local	Local
Konzenchiao	dep.	6.50	8.25	11.25	14.00	15.55	18.35	18.50	19.00
Kenshangmun	dep.	7.10	8.50	11.40	14.15	16.15	18.50	19.00	19.10
Hangchow	dep.	7.20	9.15	11.52	14.24	16.30	19.00	19.10	19.20
Zahkou	arr.	7.40	9.40	12.10	14.35	16.55	19.20	19.30	19.40

R. Restaurant Car.

KIANGSHOO BRANCH LINE.

8.25	11.25	14.00	15.55	18.35	Zahkou.....	de
8.50	11.40	14.15	16.15	18.50	Hangchow....	de
9.15	11.52	14.24	16.30	19.00	Kenshangmun..	de
9.40	12.10		16.55		Konzenchiao...	ar

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, June 15, 1918.
Money and Bullion
 Gold Dollars: Bank buying rate:
 @ 1091 = Tls. 91.11
 @ exch. 7.29 = Mex. \$124.98
 Mex. Dollars: Market rate: 72.65
 Thai Gold Bars: 978 touch Tls. 292
 Copper Cash per tael 1805
 Sovereigns: buying rate,
 @ 4/7 1/2 = Tls. 4.34
 @ exch. 7.29 = Mex. \$5.96
 Peking Bar 05
 Native Interest 05

Latest London Quotations
 Bar Silver 481d.
 Bank Rate of Discount 5%
 Market rate of discount:—
 3 m.s. %
 4 m.s. %
 6 m.s. %
 Exchange on Shanghai, 60 d.s.
 Ex. Paris on London Fr. 27.35
 Ex. N. Y. on London T.T. \$47.63
 Consols f —

Exchange Opening Quotations
 London T.T. 4/7 1/2
 India Demand 4/7 1/2
 Paris T.T. 27.35
 New York Demand 1091
 Hongkong T.T. 701
 Japan T.T. 471
 Batavia T.T. 212

Banks Buying Rates
 London 4 m.s. Cds. 4/9d.
 London 4 m.s. Docy. 4/9d.
 London 6 m.s. Cds. 4/9d.
 London 6 m.s. Docy. 4/9d.
 Paris 4 m.s. 653 1/2
 New York 4 m.s. 113 1/2

CUSTOMS HOUSE EXCHANGE RATES FOR JUNE.
 HL. Tl. 393 @ 4/61 £1
 " 1 @ 621 France 6.92
 " 0.83 @ 1081 Gold \$1
 " 1 @ 481 Yen 2.30
 " 1 @ 15 Rupees 3.82
 " 1 @ — Roubles —
 " 1 @ 1.50 Mex. \$1.50

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Silk Market

Messrs. William Little and Co.'s report for week ending June 14, says: White Silk—There has been a small business done in Tatlee Filatures new season. Old silk in these sorts is now practically cleared, thanks to a sudden opportunity for shipping being available.

Tatlee.—Gold Killing Tls. 485.
 Motson.—Gold Peacock, 1, 2, 3, 4, Tls. 505, 490, 475, 460, Star and Moon 1, 2, 3, Tls. 485, 470, 455.
 Green Kashings.—Mandarin Duck, 3, 4, Tls. 505, 495. Green Almond Flower, 1, 2, Tls. 505, 495.
 Tatlee Filatures.—Pegasus, 1, 2, 3, Tls. 605/10 av. Buffalo, A. B. C., Tls. 605/10 av. Red Dragon, 1, 2, 3, Tls. 605/10 av. Black Horse, 1, 2, 3, Tls. 600/05 av. Kung Kee Mars, 1, Tls. 565.
 Tatlee New Style.—Ostrich Ex. 1, Tls. 620 av. Common, Tls. 575.

LONDON RUBBER MARKET

Reuter's Service
 London, June 12.—Today's rubber prices were:
 Plantation First Latex Crepe.
 Spot: 2s. 1 1/2 d. Paid.
 October to December: 2s. 3 1/2 d. Paid.
 Tendency of Market: Firm.
 Previous quotation, London, June 10:
 Spot: 2s. 1 1/2 d. Paid.
 October to December: 2s. 3 1/2 d. Paid.
 Tendency of Market: Firmer.

Stock Exchange Transactions

Shanghai, June 15, 1918.
TODAY'S QUOTATIONS
 Official
 Kungyik Cotton Tls. 14.30
 Yangtzepoo Cotton (ord.) Tls. 8.10
 Unofficial
 Shanghai Docks Tls. 108.00

行銀字中 CHUNG FOO UNION BANK

(Established in 1917)
 Statutes approved by the Government in 1916
 Head Office: Tientsin
 Subscribed Capital \$2,000,000
 Paid-up Capital \$1,020,000

Managing Director:
 SUN TAO SAN.

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 Shanghai Soochow
 Peking Wushih
 Hankow Hangchow
 Nanking Ningpo
 Yangchow Shaohsing
 Haichow Canton
 Pengpu Hongkong
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Agencies and Correspondents in foreign countries:
 London, International Banking Corporation.
 New York, International Banking Corporation.
 San Francisco, International Banking Corporation.
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 W. Foot Mitchell, Esq.
 Lewis Alexander Wallace, Esq.

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 The National Bank of Scotland, Limited.

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 A. I. D. STEWART, Manager.

BANQUE DE L'INDO-CHINE
 Capital Frs. 48,000,000.00
 Reserves Frs. 48,000,000.00

Succursales et Agences:
 Jankok, Hanoi, Saigon, Battambang, Hongkong, Shanghai, Canton, Mentze, Singapore, Djibouti, Noumea, Tientsin, Dondichery, Peking, Tourane, Haiphong, Papote, Hankou, Pnom-Penh.

Bankers:
 In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
 In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN, Manager.

Banque Belge Pour L'Etranger
 Filiale de la Societe Generale de Belgique
 Societe Anonyme
 Paid-Up Capital Frs. 30,000,000

Head Office: BRUSSELS.
 London Office: 2 Bishopsgate.
 Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam.

President: JEAN JADOT
 Gouverneur: Societe Generale de Belgique.
 London: Martin's Bank, Ltd.
 Brussels: Societe Generale de Belgique.
 Antwerp: Banque d'Anvers.
 Paris: Banque de l'Union Parisienne, Societe Anonyme.

Bankers:
 Lyons and Marseilles: Comptoir National d'Escompte de Paris.
 New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangement.
 Every description of banking and exchange business transacted.

M. DEMETS, Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital \$15,000,000

Reserve Funds:—
 Sterling £1,500,000 @ 2s. \$15,000,000
 Silver 19,500,000
 \$34,500,000

Reserve Liability of Proprietors \$15,000,000

Head Office: HONGKONG
 Court of Directors:
 Hon. Mr. P. H. Holyoak, Chairman
 G. T. M. Edkins, Esq., Deputy Chairman.
 F. C. Butcher, Esq.
 A. H. Compton, Esq.
 S. H. Dodwell, Esq.
 C. S. Gubbay, Esq.
 Hon. Mr. D. Landale.
 E. V. D. Parr, Esq.
 W. L. Pattenden, Esq.

Chief Manager:
 Hongkong—N. J. STARR.

Branches and Agencies:
 Amoy, Ipoh, Peking, Bangkok, Johore, Penang, Batavia, Kobe, Rangoon, Bombay, Kuala Lumpur, Saigon, Calcutta, London, S. Francisco, Canton, Lyons, Shanghai, Colombo, Malacca, Singapore, Fookchow, Manila, Sourabaya, Hankow, Nagasaki, Tientsin, Harbin, New York, Tsingtao, Hioio, Yokohama.

London Bankers:
 London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
 Sub-Age: 9 Broadway.
 Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.
 Local Bills Discounted.
 Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.
 A. G. STEPHEN, Manager.

Russo-Asiatic Bank
 Capital (fully-paid) 55,000,000
 Reserve Fund 26,900,000
 Capital Contributed by the Chinese Government 3,500,000
 Reserve Fund 1,750,000

Head Office: PETERSBURG.
 Paris office: 9, Rue Boudreau.
 London office: 64, Old Broad St., E.C.

Bankers:
 London: Messrs. Glyn, Mills, Currie & Co.
 Paris: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
 Lyons: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies:
 Bombay, Harbin, Peking, Chanchun, Hongkong, Shanghai, Chefoo, Newchwang, Tientsin, Dairen, Nicolayovsk, Vladivostok, Hankow, O-Amur, Yokohama.

51 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH
 Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.
 Local Bills discounted. Special facilities for Russian Exchange.
 Foreign Exchange on the principal cities of the world bought and sold.
 Safe Deposit Boxes.
 L. JEZERSKI, G. CARRERE, managers for China, Japan and India.

The Bank of Canton, Limited.
 Incorporated 1912.

Authorized Capital H\$2,000,000
 Subscribed and paid up Capital H\$1,352,950.00
 Reserve Fund H\$ 240,000.00
 Investment reserve fund H\$ 40,000

Head Office
 No. 6 Des Voeux Road, Hongkong.

Shanghai Office
 No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
 Every description of Banking and Exchange business transacted.

C. C. WONG, Asst. Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorized Capital \$50,000,000.00
 Paid-Up Capital 12,379,500.00
 Reserve Fund \$1,398,553.60
 Special Reserve Fund \$1,598,553.68

HEAD OFFICE: PEKING.
 Branches and Agencies:
 Peking, Tientsin, Shanghai, Tientsin, Kaifeng, Hankow, Changchun, Wuhu, Ichang, Antung, Anking, Changsha, Dainy, Hangchow, Nanchang, Moukden, Ningpo, Kiukiang, Newchwang, Nanking, Fookchow, Harbin, Chikiang, Amoy, Kirin, Hsuechow, Canton, Tsinan, Soochow, Hongkong, Chefoo, Wushih, Swatow, Tsingtau, Yangchow, Chungking.

SHANGHAI BRANCH,
 3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interest allowed on Tael Current Accounts at 2 per cent per annum, on Dollar Current Accounts at 1 per cent per annum, and on Fixed Deposits at the following rates:
 For 3 months at the rate of 3 per cent per annum.
 For 6 months at the rate of 4 per cent per annum.
 For 12 months at the rate of 5 per cent per annum.

SUNG HAN CHANG, Manager.

Banque Industrielle de Chine
 Capital Francs 45,000,000
 one-third of the Capital, i. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC
 Statutes approved by the Government of the Chinese Republic on January 11, 1912.

President Andre Berthelot.
 General Manager, A. J. Pernotta.

HEAD OFFICE
 74, Rue St. Lazare, PARIS.

Branches in Peking, Tientsin, Shanghai, Saigon and Hongkong.

BANKERS:
 In France: Societe Generale pour le Developpement du Commerce et de l'Industrie en France.
 In London: London, County and Westminster Bank Ltd.

Interest allowed on Current Accounts in Gold or Local currency and Fixed Deposits on application.
 Every description of Banking and Exchange business transacted.
 Savings accounts in Gold and Local currency.
 G. LION, Manager.

1, French Bund, Shanghai.

Yokohama Specie Bank, Limited
 (Established 1880.)
 Head Office: YOKOHAMA, JAPAN.

Capital Subscribed: Yen 48,000,000
 Capital Paid-up Yen 42,000,000
 Reserve Fund Yen 23,100,000

London Bankers:
 The London County Westminster and Parr's Bank, Ltd.
 The National Provincial and Union Bank of England Ltd.
 The London Joint Stock Bank, Ltd.

Branches and Agencies:
 Bombay, London, S. Francisco, Buenos Ayres, Los Angeles, Seattle, Calcutta, Lyons, Shanghai, Chanchun, Manila, Shimonoseki, Dainy, Mukden, Singapore, Hankow, Nagasaki, Sourabaya, Harbin, Newchwang, Sydney, Hongkong, New York, Tientsin, Honolulu, Osaka, Tokio, Kailuon, Peking, Tsinanfu, Kobe, Rangoon, Tsingtau.

SHANGHAI BRANCH
 Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.
 Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.
 Every description of Banking and Exchange business transacted.
 K. KODAMA, Manager.

The Shanghai Commercial and Savings Bank, Ltd.
 9, Ningpo Road.

Paid-Up Capital \$300,000.00
 Reserve \$150,000.00
 Deposits (Dec. 31, 1917) \$2,067,768.34

Correspondents at principal cities in China, and domestic exchange speciality.
 Credits granted on approved securities. Bills discounted.
 Current accounts in both taels and dollars with interest, may be opened on application.
 Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.
 K. P. CHEN, General Manager.

Commercial Bank of China
 Head office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
 Paid-up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.
 Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
 For 3 months at 3% per annum.
 For 6 months at 4% per annum.
 For 12 months at 5% per annum.
 On Deposits in Dollars according to arrangement.

H. S. MARSHALL, Chief Manager.

International Banking Corporation

Capital & Surplus U.S. \$6,500,000.00
 Undivided Profits U.S. \$1,248,000.00
 U.S. \$7,748,000.00

Head Office:
 55 Wall Street, New York
 National City Bank Building.

London Office,
 36 Bishopsgate, E. C.

Branches:
 Batavia, Kobe, San Francisco, Bombay, London, Santo Domingo, Calcutta, Manila, Santiago de los Caballeros, Cebu, Medellin, Caballeros, Colon, Panama, Shanghai, Hongkong, San Pedro de Macoris, Yokohama.

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—
 Bahia, Buenos Aires, Petrograd, Rio de Janeiro, Santiago de Cuba, Santos, San Paulo, Valparaiso, Montevideo.

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT ACCOUNT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.

H. C. GULLAND, Manager.

1a Kiukiang Road, Shanghai.

Nederlandsche Handel Maatschappij
 (NETHERLAND TRADING SOCIETY.)
 Established 1824.

Paid-up Capital—
 Guilders 70,000,000 (about £5,833,333)
 Reserve Fund—
 Guilders 11,595,461 (about £968,288)
 Head Office: AMSTERDAM.
 Head Agency: BATAVIA
 Agencies in Holland:
 THE HAGUE and ROTTERDAM.

Branches:
 Bandjermasin, Padang, Soerakarta, Bandoeng, Palembang, Tebing-Tinggi, Cheribon, Pekalongan, Tegal, Djember, Penang, Telok-Betong, Djokjakarta, Pontianak, Tjilatjap, Hongkong, Rangoon, Weltevreden, Kota-Radja, Semarang, Langsa, Singapore, Makassar, Soerabaya, Medan.

London Bankers:
 National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Current accounts kept in taels and dollars.
 SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.
 B. G. J. WYNBERG, manager.

Ho kong & Shan'hai Banking Corporation
 Savings Bank Office:
 12 The Bund, and 9 Broadway.

Deposits of not less than \$1, or over \$100, will be received at one time.
 Not more than \$1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of \$5,000.

Interest at the rate of 3 1/2 per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China
 Head office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
 Paid-up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.
 Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
 For 3 months at 3% per annum.
 For 6 months at 4% per annum.
 For 12 months at 5% per annum.
 On Deposits in Dollars according to arrangement.

H. S. MARSHALL, Chief Manager.

The Mercantile Bank of India, Ltd.

Authorized Capital \$1,500,000
 Subscribed Capital 1,125,000
 Paid-up Capital 542,500
 Reserve Fund 650,000

Head Office, 15 Gracechurch Street, LONDON, E. C.

London Joint Stock Bank, Ltd.
 Branches & Agencies:
 Bombay, Howrah, Madras, Calcutta, Hongkong, Penang, Colombo, Karachi, Port Louis, Delhi, Kota Bahr (Mauritius), Galle, Kelantan, Rangoon, Hongkong, Kuala Lumpur, Shanghai, Singapore.

Shanghai Branch.
 EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG, Manager.

26 The Bund.

BANK OF COMMUNICATIONS
 Specially authorised by Presidential Mandates of April 7th, 1914, and October 31st, 1915.

Business and Official Notices

CARPETS OF EXCELLENCE

At the Lowest Possible Prices.
Come and See Us.

The HWA YENG Factory—the largest and most modern of its kind—invites your inspection and patronage. We have a large stock of Tien-tain carpets and rugs from which to choose. The best patterns manufactured from guaranteed quality sheep or camel hair. Our dyes are warranted fadeless. Customers' own designs made up to order.

Prices according to quality and size, from \$7.50 upwards or, by the square foot, at \$0.50 to \$1.40 per foot.

For the convenience of our Patrons we have recently arranged an adequate and comfortable showroom. PLEASE PAY US A VISIT. We shall be pleased to show you our carpets and the method of manufacture. You will not be importuned to buy; we leave this matter to your judgment.

Our factory will be found on the NORTH side of PEKING ROAD, a little East of Shanhe Road Corner. The No. 127 PEKING ROAD.

Beware of imitation Carpets—purported to be made from camel or sheep's wool—which are really manufactured from Hemp.

A Camel wool carpet will wear for 15 years.

A Hemp Carpet will wear for only 3 years.

Whangpoo Conservancy Board

Notification No. 79.

Tenders for Dredger and Launch Supplies

Tenders are hereby invited for the supply of Rope, Paint Oil, Packing, Cleansing Material and Grease for dredgers and launches, to be delivered at the Conservancy Woosung Yard at Chang Wah Pang before the end of June, 1918.

Particulars of requirements and form of tender can be obtained at the office of the Whangpoo Conservancy Board, 6 Kiukiang Road.

Tenders, marked "Stores" and addressed to the Engineer-in-Chief of the Board, must be sent in before noon, June 24th, 1918.

The Board do not bind themselves to accept the lowest or any tender, and reserves the right to place an order for only part of the quantities with any one of the tenderers.

H. VON HEIDENSTAM,
Engineer-in-Chief.

Shanghai, 15th June, 1918.
18393

Restaurant

Regular Dinner from 7.30 to 9.30 p.m. High class meals and short orders served at all hours.

The Astor Grill Rooms
13-14 Broadway

The Naitan Mining Administration

NOTICE

As the financial year of the Administration ends on the 30th instant, it is particularly requested that Creditors will present their accounts for payment on or before that date.

18384

NOTICE

Notice is hereby given that Mr. O. E. Cameron is no longer representing in any capacity the London Varnish and Enamel Co.,

(Signed) The London Varnish and Enamel Co.
18386

The man worth while is the man with a smile when everything goes dead wrong.

EXPERTS IN SKINS AND BRISTLES.

TERMS—Cash in advance.

You pay for samples and telegrams.

We quote cif Shanghai prices.

WIDLER & CO.

Chungking, West China.
Born 1915—Still Existing.

AMERICAN

APPLE CIDER

APPLE CIDER

APPLE CIDER

SWEET

PURE

&

WHOLESOME

For Sale by All Clubs, Hotels and Stores.

Connell Bros. Company,
Agents, Shanghai and Hongkong.

Russian Lady Dentist

Miss. A. Gauhman

20 Nanking Road,

Time 9-12 : 2-6

Tel. 1916.

17257

NOTICE

Dr. OKS and Dr. FURSTENBERG have opened consulting rooms at NO. 3 KIUKIANG ROAD.

Tel. Central No. 1801.

Dr. OKS, MD., specialist for eye, ear, throat and nose diseases.

Hours: 9 to 11 a.m. and 1 to 3 p.m.

Dr. FURSTENBERG, M.D., Urinary and skin diseases.

Hours: 11 to 1 p.m. and 5 to 7 p.m.
18236

Peking Union Medical College Premedical School

Announcements for the Academic Year 1918-19.

Curriculum: The Premedical School offers a three year course in the fundamental subjects which are prerequisite to the study of medicine. The curriculum includes courses in mathematics, physics, chemistry, biology, English, Chinese and German. The work in the second and third years is of the grade required in the first two years of the best American Universities. Students who complete the work of the Premedical School satisfactorily will be admitted to the first year of the Medical School without examination.

Medium of Instruction: All courses except those in Chinese language and literature are conducted in English.

Entrance Requirements: Admission to the Premedical School is by examination. To be eligible for the entrance examinations, a candidate must be a graduate of an approved Middle School, and must possess a good working knowledge of English, both oral and written.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Examinations: Examinations for entrance and for advanced standing will be held at Peking, Shanghai and Canton, June 18 to 22, and August 27 to 31, 1918.

Calendar: The first semester opens Tuesday, September 17, 1918, and closes January 31, 1919. The second semester opens February 11, 1919 and closes June 20, 1919.

The work of the Medical School will open in September, 1919.

Applications for admission to the entrance examinations and requests for further information should be addressed to

The Dean of the Premedical School
Peking Union Medical College,
Peking, China.
17597

FAT PEOPLE
Reduce! Benefit your health! We also cure Rheumatism and nervousness.
Turkish Bath and Massage Establishment.
PROF. I. K. SETO,
25 North Szechuen Road.
Phone N. 2768.

Shipping Items

The C.N. s.s. Sunning left Hongkong for Shanghai on Thursday.

The C.N. s.s. Shengking left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The L.C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Luanyi left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Yohyang Maru left Hankow for Shanghai on Thursday.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The C.N. s.s. Poyang left Hankow for Shanghai on Friday.

The N.K.K. s.s. Slangyang Maru left Hankow for Shanghai on Friday.

The L.C. s.s. Luenho will leave Hankow for Shanghai today.

The C.M. s.s. Kianghsin left Hankow for Shanghai yesterday.

The N.K.K. s.s. Tachang Maru left Hankow for Shanghai yesterday.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The C.N. s.s. Shuntien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The C.N. str. Chungking, L.C. str. Suwo, H.O. str. Tehhsing and N.K.K. str. Tafoo Maru will leave Hankow for Shanghai tomorrow.

The N.Y.K. s.s. Chikugo Maru (Yokohama-Shanghai Line), with mails, left Nagasaki for Shanghai on Friday, may be expected to arrive today about 8 a.m.

The Dutch steamer Tjimanoeek is about to due Shanghai from Chinwangtao today. She will probably be despatched on or about Wednesday, June 19, for Batavia and Java Ports, and she will also take through crargoes to all ports of the Netherland India Archipelago.

VERDUN GARDEN

474 Avenue Joffre 474

Concert every afternoon at 5 o'clock by foreign orchestra.

Open Air Cinema and Vaudeville

from 9 to 12 nightly

TONIGHT TONIGHT

Showing

The Exclusive METRO Feature

THE MASKED RIDER

featuring

Harold Lockwood and Mary Allison

A very great picture in 5 Supreme acts, a "Metro" Wonderplay Brimful of Thrills.

ALSO COMIC PICTURES

Tables for Dining

can be reserved by informing the management one day in advance

HOTEL DE FRANCE

ISIS Theatre

CORNER of JUKONG ROAD and NORTH SZECHUEN ROAD

TO-NIGHT — THE NORDISK CO.'S PRODUCTIONS — TO-NIGHT

The Stolen Siege Gun Plans

Thrilling Military Drama in THREE Parts which is without doubt, one of the most interesting film story at present in Shanghai. It is full of sensational incident and exciting scenes.

METRO PICTURES



MATINEE Showing
TODAY The GRAY GHOST Episode 14
At 3 p.m. The GRAY SECRET „ 7 & 8

The White Rider

This Drama of Circus life in TWO Parts has plenty of strong incidents, with several surprises, and it is well set and acted.

WATCH FOR THE GREAT FILM

— THE —

WHITE RAVEN

SIX ACTS "METRO" WONDER PLAY

Featuring the Wonderful actress ETHEL BARRYMORE

The human interest element is given strong play in this powerful drama. The production is admirably typed throughout and very sweetly and delicately portrayed by Miss Ethel Barrymore, in a story which quickens and binds the sympathies by its vivid portrayal by a cast of unusual brilliance.

Amusements

Victoria Theatre

Today, MATINEE at 3.15
TONIGHT and on Monday

- 17th -

COMPLETE

CHARLIE

CHAPLIN

PROGRAMME

Usual Prices

Olympic Theatre

Programme

For June 17th & Matinee
Today

New Gaumont Graphic

"Victory of Conscience"

Five Parts

Featuring Lou Tellegen

"Farmer Alfalfa's Revenge"

Carton Comedy

"Cutey's Awakening"

COMEDY

ST. GEORGE'S CINEMA

BUBBLING WELL

June 16th

"PENDLETON ROUND-UP"

4 Parts

"LOVE RIOT"

2 Part Comedy

Also

Scenic and Comic Films

Commencing at 9.15 p.m.

Positively the Last Chaplin Programme

To be presented to the Shanghai Public During 1918 will be Screened

Commencing June 20th and on 21st, 22nd and 23rd, with Matinees

On Saturday and Sunday

AT THE OLYMPIC THEATRE

CHAPLIN COMEDIES

are the comedy film supreme!

Every fan in every country has heard of them and knows they are the first and greatest moving picture comedies. That is the verdict of fans, Charlie Chaplin does not depend upon some alleged funny man's idea of clowning for popularity; he has made a reputation for himself.

In the set of comedies to be exhibited at the Olympic Theater on June 20th and the following three nights so original, so clever, and so unique; he is at his best, that marks a long step in advance of anything heretofore shown in moving picture comedies. They please every one young and old universally, and if you are looking for pleasure and enjoyment they will please you if you do not lose the chance of seeing this remarkable Chaplin programme.

PRICES \$1.50 and \$1.00 SPECIAL MUSIC

Booking at Messrs. Moutrie & Co.



CHARLIE CHAPLIN TICKLES THE WORLD TO CONVULSIONS.

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
June 16	—	Tacoma & Seattle	Africa Maru	Jap. O.S.K.	
June 16	—	Seattle, etc.	Fushimi Maru	Jap. N.Y.K.	
June 22	—	San Francisco	Colombia	Am. C.M.S.N. Co.	
June 23	—	San Francisco	Tenyo Maru	Jap. N.Y.K.	
June 23	—	Seattle, etc.	Kashima Maru	Jap. N.Y.K.	
July 19	—	San Francisco	Shinyo Maru	Jap. N.Y.K.	
July 20	—	Vancouver	Empress of Japan	Br. C.P.R.	
July 27	—	San Francisco	Venezuela	Am. P.M. S.S. Co.	
July 27	—	Tacoma & Seattle	Manila Maru	Jap. O.S.K.	
July 31	—	Vancouver	Monteagle	Br. C.P.R.	

FOR JAPAN PORTS

June 13	—	Nagasaki, Kobe & Yama	Chikugo Maru	Jap. N.Y.K.	
June 13	—	Moji, Kobe & Osaka	Chikusan Maru	Jap. N.Y.K.	
June 22	—	Nagasaki, Kobe & Osaka	Takeshima Maru	Jap. N.Y.K.	
June 26	—	Nagasaki, Kobe, Yama	Tategami Maru	Jap. N.Y.K.	
June 26	—	Kobe	Mishima Maru	Jap. N.Y.K.	
July 2	—	Nagasaki, Kobe & Yama	Yamashiro Maru	Jap. N.Y.K.	

FOR EUROPE, INDIA, STRAITS, ETC.

June	—	Marseilles	Salon Maru	Jap. O.S.K.	
June	—	London, etc.	Hirano Maru	Jap. N.Y.K.	
June 19	—	London, etc.	Yokohama Maru	Jap. N.Y.K.	
June 19	—	Batavia & Java Ports	Tjimanoeck	Dut. H.C.T. Co.	

FOR SOUTHERN PORTS

June 16	—	Poochow	Hacan	Chl. C.M.S.N. Co.	
June 16	—	Hongkong	Canada Maru	Jap. O.S.K.	
June 16	—	D.L. Swatow and Hongkong	Kaifong	Br. B. & S.	
June 17	4.30	Ningpo	Hsin Peking	Br. B. & S.	
June 17	4.30	Ningpo	Hsin Ningshao	Chl. N.Y.K. Co.	
June 18	4.30	Ningpo	Kiangteon	Chl. C.M.S.N. Co.	
June 18	—	D.L. Hongkong and Canton	Sungkiang	Br. B. & S.	
June 19	—	D.L. Swatow	Holow	Br. B. & S.	
June 20	—	D.L. Swatow, H'kong, C'ton	Sunning	Br. B. & S.	
June 26	—	Takao, P'chow, K'ung	Shinyo Maru	Jap. N.Y.K.	
June 27	—	Hongkong & Manila	Venezuela	Am. P.M. S.S. Co.	

FOR NORTHERN PORTS

June 16	—	Tientsin, direct	Irene	Chl. C.M.S.N. Co.	
June 18	—	Choo & Newchwang	Toonan	Chl. C.M.S.N. Co.	
June 18	2.30	W'wai, C'foo & T'sin	Tungchow	Br. B. & S.	
June 18	5.30	Tsingtao & Dairen	Sakaki Maru	Jap. S.M.R.	
June 18	—	D.L. Tsingtao & Dairen	Toko Maru	Jap. D.K.K.	
June 18	—	Tientsin, direct	Chl. C.M.S.N. Co.		
June 20	10.00	W'wai, C'foo, Antung	Shengking	Br. B. & S.	
June 22	10.00	W'wai, C'foo, T'sin	Shuntien	Br. B. & S.	
June 22	—	D.L. Tsingtao	Ekin Maru	Jap. D.K.K.	
June 23	10.00	Tientsin, direct	Kobe Maru	Jap. S.M.R.	
July 2	—	Tientsin and Dairen	Kohoku Maru	Jap. O.S.K.	

FOR RIVER PORTS

June 16	M.N.	Hankow, etc.	Kiangyung	Chl. C.M.S.N. Co.	
June 17	M.N.	Hankow, etc.	Kiangwah	Chl. C.M.S.N. Co.	
June 17	M.N.	Hankow, etc.	Tungting	Br. B. & S.	
June 18	M.N.	Hankow, etc.	Luenyi	Br. B. & S.	
June 18	M.N.	Hankow, etc.	Loongwo	Br. J.M. & Co.	
June 18	M.N.	Hankow, etc.	Yohyang Maru	Jap. N.Y.K.	
June 19	M.N.	Hankow, etc.	Siangyang Maru	Jap. N.Y.K.	
June 19	M.N.	Hankow, etc.	Kiangfoo	Br. B. & S.	
June 19	M.N.	Hankow, etc.	Poyang	Br. B. & S.	
June 20	M.N.	Hankow, etc.	Kiangshin	Chl. C.M.S.N. Co.	
June 20	M.N.	Hankow, etc.	Luenbo	Br. J.M. & Co.	
June 21	M.N.	Hankow, etc.	Shywei Maru	Jap. N.Y.K.	
June 22	M.N.	Hankow, etc.	Chinching	Br. B. & S.	
June 23	M.N.	Hankow, etc.	Ngankin	Br. B. & S.	

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

Arrivals

Arrived	From	Ship's Name	Flag	Agents
June 15	—	Ningpo	Kiangteon	Chl. C.M.S.N. Co.
June 15	—	Japan	Kaio Maru	Jap.
June 15	—	Hongkong	Chiyodo Maru	Jap.
June 15	—	Hongkong	Shinyo Maru	Jap. N.Y.K.
June 15	—	Hankow	Sungkiang	Br. B. & S.
June 15	—	Hankow	Kiangwah	Chl. C.M.S.N. Co.
June 15	—	Hankow	Tungting	Br. B. & S.
June 15	—	Hankow	Shywei Maru	Jap.
June 15	—	Hongkong	Africa Maru	Jap. O.S.K.
June 15	—	Japan	Tategami Maru	Jap.
June 15	—	Japan	Capto	Jap.
June 15	—	Tientsin	Canada Maru	Jap. O.S.K.
June 15	—	Tientsin	Peiching	Chl. C.M.S.N. Co.
June 15	—	Chinwangtao	Upoli	Jap. K.M.A.

Departures

Date	For	Ship's Name	Flag	Agents
June 15	M.N.	Hankow, etc.	Fenyang Maru	Jap. N.Y.K.
June 15	M.N.	Hankow, etc.	Wuchang	Br. B. & S.
June 15	10.00	W'wai, C'foo, T'sin	Fengtien	Br. B. & S.
June 15	3.30	Wenchow & Ningpo	Kwangchi	Chl. C.M.S.N. Co.
June 15	—	Moji, Kobe & Osaka	Omi Maru	Jap. N.Y.K.
June 15	—	Ningpo	Kiangteon	Chl. C.M.S.N. Co.

Vessels Loading

For River Ports

HANKOW and PORTS.—The Str. Kiangyung, Captain W. McIlwain, will leave on Sunday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The China Navigation Co.'s Str. Tungting Capt. R. A. Watt, will leave from the French Bund on Monday, June 17, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The Str. Kiangwah, Captain J. McArthur, will leave on Monday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s Str. Loongwo, tons 1,925 Capt. Finselson, will leave on Tuesday, June 18, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers Tel. No. 240. Freight Tel. No. 250.

HANKOW and PORTS.—The China Navigation Co.'s Str. Luenyi Capt. Swatow, will leave from the French Bund on Tuesday, June 18, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

POOCHOW.—The Str. Hacan, Captain F. H. Wallace, will leave on Sunday, morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG.—The Str. Canada Maru, Capt. Y. Yamamoto, will be despatched from the Co.'s Yangtze-poo wharf on June 16, at

The steam-launch conveying passengers on board will leave the Custom jetty at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

SWATOW & HONGKONG.—The China Navigation Co.'s Str. Kaifong, Capt. E. J. Pottinger, will leave from the French Bund on Sunday, June 16, at daylight. For Freight Passage, apply to Butterfield and Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s Str. Hsin Peking, Captain A. Scott, R.N.R. will leave from the French Bund on Monday, June 17, at 4.30 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Sungkiang, Captain Trowbridge, will leave from the French Bund on Tuesday, June 18, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW.—The China Navigation Co.'s Steamer Holow, Captain R. J. Cain, will leave on Wednesday, June 19, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents, Tel. No. 77.

SWATOW, H'KONG & CANTON.—The China Navigation Co.'s Str. Sunning, Captain W. L. Jones, will leave from the French Bund direct for above ports on Thursday, June 20, at daylight. For Freight or Passage, apply to Butterfield & Swire Agents. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via POOCHOW & KEELUNG.—The Steamer Keelung Maru, Captain S. Imai, will be despatched from the Co.'s Yangtze-poo wharf Wednesday, June 26, at — The steam-launch conveying passengers on board will leave the Custom jetty in front of the Nishin Kisen Kaisha on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

For Northern Ports

TIENTSIN.—The Str. Irene Capt. N. McLean, will leave on Sunday, morning. For Freight or Passage apply to C.M.S.N. Co.

CHEFOO & NEWCHWANG.—The Str. Toonan, Capt. Taylor, will leave on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

TIENTSIN DIRECT.—The Str. Feiching, Captain A. B. Baines, will leave on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Tungchow, Captain Bennett, will leave from the French Bund on Tuesday, June 18, at 3 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & ANTUNG.—The China Navigation Co.'s Steamer Shengking, Capt. McIntosh, will leave from the French Bund on Thursday, June 20, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Shuntien, Capt. Northcomb, will leave from the French Bund on Saturday, June 22, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN and DAIREN.—The Steamer Kohoku Maru, Captain S. Ohba, will be despatched from the Co.'s Yangtze-poo wharf on Tuesday, June 2, at — The steam-launch conveying passengers on board will leave the Custom jetty in front of the Nishin Kisen Kaisha on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

For Foreign Ports

TAKOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKAICHI, SHIMIZU, and YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Africa Maru, Captain H. Yamamoto, will be despatched on June 16, Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's jetty at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTZE RIVER & CHINA COAST PORTS. FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Lam Yi, Ngankin, Poyang, Tatung, Tungting, Wuchang and Chungking.—Sailing from the French Bund at midnight. These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, &c. but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via Tientsin).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG, and CANTON S.S.—Suiyang, Sunning, Sinkiang, Yingchow, Sungkiang and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with services to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4.30 p.m. The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, &c. see "THE TAIKOO SHIPPING GAZETTE" obtainable from the Under-Signed, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook & Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE.

Agents 21-23 French Bund.

Freight: Telephone No. 77.
Passage: Telephone No. 401.

PACIFIC MAIL S.S. CO.

"SUNSHINE BELT"

Trans-Pacific Service

By the New, 14,000 Ton, Oil Burning Steamers

"ECUADOR" "VENEZUELA" "COLOMBIA"

AMERICAN REGISTRY

SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu	For Hongkong via Manila
S.S. COLOMBIA June 23	S.S. VENEZUELA June 29
S.S. VENEZUELA July 20	S.S. ECUADOR July 27

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two Bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Service, Ltd., and Toyo Kisen Kaisha.

East India Service

By the Modern, Oil Burning Steamers

"COLUSA" ..16,000 tons "SANTA CRUZ" ..15,000 tons

AMERICAN REGISTRY

SAILINGS FROM MANILA (Subject to Change)

For Colombo via Singapore and Calcutta	For San Francisco via Cebu and Honolulu
S.S. COLUSA June 23	S.S. COLUSA AUG. 7
S.S. SANTA CRUZ AUG. 10	S.S. SANTA CRUZ Sept. 25

Safety and comfort of passengers our first consideration. For information re freighter passage apply to
PACIFIC MAIL STEAMSHIP COMPANY
1-3 Nanking Road, Palace Hotel Building.
Telephone Central 5054 Cable Address "Solano"

O. S. K.

OSAKA SHOEN KAISHA

(Osaka Mercantile S. S. Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE
For Matsuyama
"SAIGON MARU" (3,000 tons) Capt. S. Kondo, End of June

AMERICAN LINE
Via Pacific, calling at Nagasaki, Kobe, Yokohama, B. C.
For Tacoma and Seattle, Wash.
"AFRICA MARU" (18,000 tons) Capt. H. Yamamoto, June 15, June 16
"MANILA MARU" (18,000 tons) Capt. N. Kobayashi, July 26, July 27

For Hongkong
"CANADA MARU" (12,000 tons) Capt. Y. Yamamoto, June 15, June 16

CHINA COASTING LINE
For Tientsin and Dairen
"KOHOKU MARU" (2,610 tons) Capt. S. Ohba, June 29, July 2
For Poochow, Keelung (Formosa) and Takao
"KEELUNG MARU" (1,569 tons) Capt. S. Imai, June 24, June 26
The Company also run numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostok and also between the Principal Ports in Japan.
For freight, passage and further information, please apply to:
H. SHIMAMURA, Manager.
OSAKA SHOEN KAISHA
Union Building, 4 The Bund.
Tel. Address: SHOEN, SHANGHAI. Tels. 4234, 4235.

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.

Furniture and Carries Packed for Shipment by Expert Packers

SHIPPING AND FORWARDING AGENTS.

Telephone 1848

83, Szechuen Road

CANADIAN PACIFIC

OCEAN SERVICES LIMITED

TRANS-PACIFIC LINES

QUICKEST TIME ACROSS THE PACIFIC

The Empress Steamers

SAILINGS FROM SHANGHAI

For Vancouver via Nagasaki, Kobe and Yokohama	For Hongkong
Empress of Japan July 20	Empress of Japan July 9
Monteagle July 21	Monteagle July 14
Key West Aug. 9	
(cargo only)	

*Monteagle calls at Moji.

For further information regarding passenger fares, sailings, etc. apply to

G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building, Tel. Central 182.

For through bills of lading, quotation of freight rates, etc. apply to
L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads, Tel. Central 181.

T. K. K.

SHANGHAI BRANCH OFFICE

TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE

PROPOSED SAILINGS FROM SHANGHAI

TENYO MARU 22,000 tons for San Francisco, June 25, 1918
SHINYO MARU 22,000 tons for San Francisco, July 19, 1918

FOR HONGKONG DIRECT

SHINYO MARU 22,000 tons for Hongkong, June 27, 1918
KOREA MARU 20,000 tons for Hongkong, Aug. 10, 1918
SIBERIA MARU 18,000 tons for Hongkong, Aug. 10, 1918

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances, Service and Cuisine unexcelled.
Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company and Canadian Pacific Ocean Services, Ltd.
Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager.

North China Insurance Co.'s Building

'Phone No. 3229.

(Entrance, 71 Szechuen Road.)

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. CHINA

(AMERICAN REGISTRY)

WILL SAIL FROM SHANGHAI FOR

SAN FRANCISCO

VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU
JUNE 24, SEP. 3

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATE REDUCED RATES TO MISSIONARIES

FOR HONGKONG

AUG. 22

SHIPPING

N. Y. K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to alteration)

EUROPEAN LINE

For London or Liverpool via ports.
(For Liverpool.)

HIRANO MARU	16,000	June 16
YOKOHAMA MARU	12,500	June 17

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

FUSHIMI MARU	1,000	Capt. N. Teranaka, June 16
KASHIMA MARU	19,000	Capt. I. Tozawa, June 30

SHANGHAI-YOKOHAMA LINE

(Via Nagasaki, Moji and K-be.)

CHIKUGO MARU	9,000	Capt. K. Saida, June 18
TATEGAMI MARU	4,500	Capt. N. Tsuruhashi, June 25
YAMASHIRO MARU	7,000	Capt. Y. Nakajima, July 2

SHANGHAI, MOJI, KOBE AND OSAKA LINE

OMI MARU	7,000	Capt. M. Machida, June 18
CHIKUZEN MARU	5,500	Capt. N. Nojiri, June 19
TAKEKISHI MARU	4,500	Capt. A. Nakamata, June 22

FOR JAPAN

MISHIMA MARU	16,000	Capt. S. Murasimi, June 26
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KOBE TO SEATTLE

ATSUTA MARU		Capt. K. Inatsu, July 12
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FOR HONGKONG

KATORI MARU	19,000	July 3
KASHIMA MARU	19,000	Sept. 3

FOR MANILA AND HONGKONG

SUWA MARU	21,000	July 23
FUSHIMI MARU	21,000	Aug. 19

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

TANGO MARU	14,000	June 19
NIKEO MARU	10,000	July 17
AKI MARU	12,500	Aug. 21

CEALUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information, apply to
T. IZUKIYAMA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

News Brevities

The third of the series of addresses by Mr. M. T. Stauffer will be given at 5 p.m. today before the Sunday Service League. The title is "A Hot-headed Patriot." There will be special music.

Two Chinese, charged with theft of household articles from the residences of Mrs. Holmes and Mr. G. Schneider, received sentences of one year and nine months respectively in the Mixed Court yesterday.

Today is the birthday of King Gustav V of Sweden.

Ida Muller, the wife of a German prisoner of war now interned in Japan, was fined \$10 in the Mixed Court yesterday on a charge of assaulting a Korean in a tramcar.

A fine of \$30 was imposed on a Chinese shopkeeper in the Mixed Court yesterday for receiving three telephone test boxes which had been stolen from the Telephone Co.

The American Consulate here has sent a wire to Mr. T. Swingle of the United States Department of Agriculture, now located in Tokio, asking him to come to Shanghai to look over some scientific papers belonging to the late Mr. Frank N. Meyer, Government agricultural explorer who was drowned recently in the Yangtze.

One month's imprisonment was imposed by the Mixed Court yesterday upon a Chinese found guilty of keeping an opium smoking establishment at 290 East Kashi Road. Two coolies testified that they were accustomed to purchase the drug there at the rate of 20 cents a smoke.

FRENCH ADVANCE IN EAST

(Reuter's Agency War Service)

Paris, June 13.—A French official communiqué from Eastern headquarters reports:

Our operations against Mount Kamia and Mount Lenia have been successful. We advanced on the summit of Coratop to the source of the Skumbi and also on Mount Kurri. We penetrated into Linaprento on our left. We hold Gopos. Our advance is 15 kilometers deep on a front of 8. We have captured 11 villages, considerable booty and taken over 300 prisoners.

Sailed from Shanghai

For London, etc.		
Kitano Maru	Apr. 17	
Kaga Maru	May 31	
For Liverpool		
Iyo Maru	Apr. 6	
Shidzuoka Maru	May 10	
For San Francisco		
Shinyo Maru	Apr. 30	
Beaumar	May 23	
Korea Maru	June 2	
Siberia Maru	June 13	
For Seattle		
Suwa Maru	May 19	
Fushimi Maru	June 16	
For Tacoma		
Arabis Maru	June 12	
For Vancouver		
Monteagle	May 21	
Empress of Japan	May 27	
Key West	May 27	
For Marseilles, etc.		
Kirishimayama Maru	May 13	
For Port Said:		
Paul Lecat	June 7	

Provision Prices in Local Market

Prices quoted are in Mexican dollars cents at Hongkong market as compiled on June 11, 1918.

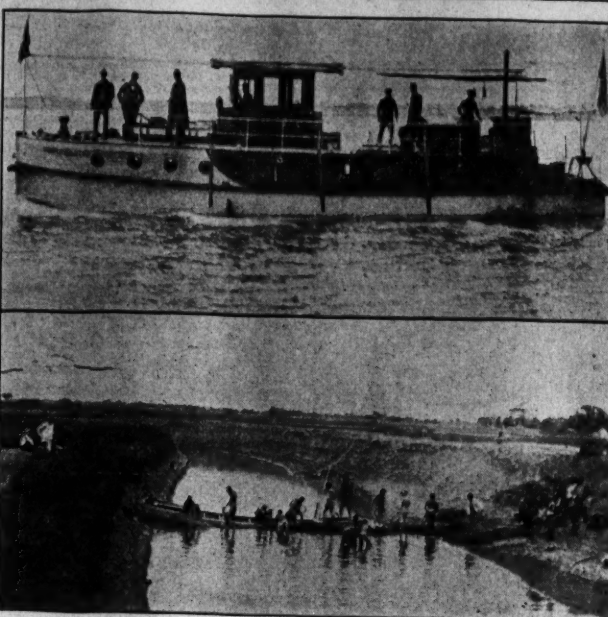
Butcher's Meat	
Beef	per lb. 14-20
Mutton	" 15-20
Pork	" 25-30
Veal	" 25-30

Fish	
Bream	per lb. 14-16
Cod	" 14-16
Mandarin	" 20-40
Mackerel	" 16-18
Pomfret	" 16-18
Salmon	" 16-18
Smelt	" 16-18
Sole	" 16-18
Whitebait	" none

Game, Poultry and Eggs	
Deer	each none
Duck	per doz. 50-60
Eggs	" 15-17
Fowl	per lb. 20-22
Geese	each 50-60
Hare	" none
Partridge	" none
Pheasant	" none
Pigeons	" 15-18
Plover	" none
Quail	each 18-20
Snake	" 14-16
Turkey	per lb. 30-35
Toad	" none
Wild Duck	" none
Wild Pigeons	" none
Woodcock	" none
Wild Geese	" none

Fruit	
Appricots	per lb. 10-12
Apples	" 20-25
Bananas	" 12-14
Cherries	" none
Cocoanuts	each 15-18
Chestnuts	per lb. none
Figs	per doz. none
Grapes	per lb. none
Lemons	each 7-8
Lichees	per lb. 20-25
Mangoes	" 15-18

Standard Oil Motor Launch First Of Kind To Travel Grand Canal



Upper photo—Standard Oil Company inspection motor launch Mei Foo XV, the first foreign boat to travel on the Yellow River.

Lower photo—Sinking a native boat near Tsinan in the Grand Canal in order to cause a rise in the water to allow the Mei Foo XV to proceed. The native boat reinforced a dam built of mud and kaolins. These dams were built a mile apart during the journey down the Lu Ho Canal.

The first foreign boat to travel in the Grand Canal above Tsinan was the Mei Foo XV which left Shanghai April 6 and experienced all sorts of difficulties during the eventful journey. But one foreigner, G. W. Crum, assistant Marine Superintendent of the Standard Oil Company, was on the Mei Foo XV.

Soldiers stopped the motor launch several times and difficulties were encountered because of low water, although the Mei Foo XV draws but 18 inches. At Hanchwang, the lock keeper refused to open the gates to

allow the boat to enter Shan Lake after soldiers had stopped the launch. One lock was found open and after three anchors were laid, 100 coolies hove the launch through the lock.

When grass stopped the engines, a sail made from awnings carried the launch along until a junk was obtained as a tow. At Tsinan 100 coolies dragged the boat over a shoal. During the trip in the Grand Canal, and later in the Lu Ho Canal, the ships company built dams every mile to effect a rise in the water. A native boat was sunk across the canal which reinforced a dam built of mud and kaolins; the water was thus stopped and rose and the Mei Foo was able to proceed.

From An Shan to the Yellow River, coolies tracked the launch ten miles in six inches of water which covered mud a foot deep. At times the coolies were up to their waists in mud and water and many were exhausted by the labor. They were taken on board the launch and given treatment.

From Tsinan to Shanghai, the launch bucked heavy seas during the trip to the Gulf of Pechili and rounding the Shantung Promontory. The Mei Foo XV is to be used as an inspection launch.

Mangosteens	per doz.	60-70	Flour Shanghai	per 200 lbs.	\$2.60
Melons	each	none	Rice	per 200 lbs.	\$7.00
Oranges	per lb.	15-20	Milk		
Peaches	"	8-10	Foreign dairies	per bottle	30
Persimmons	"	none	Chinese dairies	"	17
Peas	per lb.	8-10	Fodder		
Plums	"	6-8	Barley	per lbs.	\$2.55
Pumpkins	each	none	Bran	"	1.80
Pineapples	per lb.	15-18	Fuel		
Strawberries	"	20-22	House Coal	per ton	Tia. 19.50
Walnuts	"	10-12	Stove Coal	per ton	Tia. 21.75
Vegetables			Firewood	per 50 bundles	\$1.00
Artichokes	each	5-8	Laundry		
Asparagus	per doz.	20-30	Per 100 articles	\$2.00-4.00	
French Beans	per lb.	8-10	E. KILNER, Chief Inspector.		
Broad Beans	"	2-3	HONMA HOSPITAL,		
Beetroot	per bunch	2-3	No. 82 Miller Road. Tel. North 2961.		
Bamboo Shoots	per lb.	8-10	DR. T. YAMADA,		
Cabbage	each	3-4	(former Assistant at the Imperial Universities at Tokio and Fukuoka.)		
Carrots	"	2-3	Internal Medicine, Children's Diseases.		
Cauliflower	each	10-15	DR. K. HONMA,		
Celery	per bunch	2-3	(former Assistant at the Imperial University at Fukuoka.)		
Egg Plant	per lb.	5-6	Women's Diseases, Confinements, Surgery, Skin Diseases, Venereal Diseases.		
Green Corn	each	none			
Leeks	per bunch	2-3			
Mushrooms	per lb.	80-100			
Onions	per lb.	2-3			
Parasips	per bunch	3-4			
Potatoes	per pic.	\$1.80-2.00			
Peas	per lb.	4-5			
Radishes	per bunch	1-3			
Spinach	per lb.	2-3			
Tomatoes	"	10-12			
Turnips	per bunch	2-3			
Grain and Flour					
Flour American	per 50 lbs.	\$5.50			
Flour Australian	"	\$4.30			

JUST PUBLISHED

The Educational Directory and Year Book of China, 1918,

420 Pages. Illustrated. Price \$3 net.

On sale at Ed. Evans & Sons; Kelly & Walsh; Mission Book Co.; Commercial Press.

Part I:

A Review of the Year, 1917.

The Ministry of Education:

Syllabus of Instruction in Primary, Higher Primary and Middle Schools.

Statistics of Education in China.

List of Government Officials. (With Portraits.)

Academic Costume in China (Illustrated) Showing the British and American University Usage, and what Chinese graduates are wearing.

Teaching of Drawing in Chinese Schools (Illustrated). By A Silver Medalist.

Canton Christian College (Illustrated).

Government Education in Peking and Its Results (Illustrated).

Educational Societies and Organizations.

University of Hongkong: Regulations of the Junior and Senior Local and Matriculation Examinations.

Part II:

A Directory of Teachers in Universities, Colleges and Schools in which English or other foreign languages are taught, and other people connected with Education in China.

Part III:

A List of Schools, Colleges, Universities, Medical Schools, Etc., in which English or other foreign languages are taught, together with Names of Staff and other Information relating to each Institution.

An Art Prize Competition for Teachers and Students.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, JUNE 16, 1918

Date and Destination	Per	Chl.	Br.	USA	Rus.	Jap.	Ros.
Today							
River Ports	Train & Str.	\$1.00					\$1.00
Hankow and Canton	Can. da maru						
Japan & America via Nagasaki	Africa maru						
Peking and Tientsin (Every day)	Train	7.00					17.00
Tientsin (Daily except Sunday)		15.00					
Tomorrow							
Japan & America v. Nagasaki	Chikugo maru		17.00				20.00
Hankow and Canton	Sunkiang	21.00					21.00
River Ports	Train & Str.	31.00					31.00
Japan Ports	Chikugo maru	18.00	17.00				17.00
Hankow			17.00				
Winsen			15.00				
Tientsin	Feiching	21.00					21.00
Hefei and Newchwang	Toonan	21.00					21.00
N'akki, Kobe, Y'hama, Canada				12.00			10.00
U.S.A. & Europe via Tac. me							
England via H'kong and M'lie	Yokohama m.					17.00	16.00
Tuesday, June 18.							
Japan & America via Moj	Chikusen maru	14.00	13.00				20.00
Welhaiwei, Chefoo & Tientsin	Yanchow	21.00	17.00				21.00
Swatow	H'how	21.00					21.00
Hankow	Chikusen maru	18.00					18.00
River Ports	Train & Str.	31.00					31.00
N'akki, Kobe, Yokohama, Canada			17.00				17.00
U.S.A. & Europe							
Wednesday, June 19.							
Swatow and Hongkong	Sunning	21.00	17.00				21.00
Hankow and Canton							
Thursday, June 20.							
Welhaiwei, Chefoo and Antung	Shengking	9.00					9.00
Welhaiwei, Chefoo & Tientsin		9.00					

A Money orders and parcel post	value 4.30 p.m. Parcel post 4
until 10 a.m.	p.m. and money orders 3 p.m.
B Letters and boxes with declared	value 7.30 p.m. Parcel post 4
value 7.30 p.m. Parcel post 4	p.m. and money orders 3 p.m.
C Letters and boxes with declared	value 4.30 p.m. Parcel post 4
value 4.30 p.m. Parcel post 4	p.m. and money orders 3 p.m.

Mails for Hankow close every day at 11.30 a.m. and 5 p.m. Registration at 11.30 a.m. and 5.30 p.m. and for Peking and Tientsin every day at 9 p.m. Registration at 5 p.m. at the Russian Post Office.



United States Tires

Are Good Tires



The China Mutual Life Insurance Company, Limited.

Head Office: 10 Canton Road, Shanghai.

NOTICE is hereby given that the Twentieth Annual General Meeting of the China Mutual Life Insurance Company, Ltd., will be held at the Company's Offices, 10 Canton Road, Shanghai, on the 18th day of June, 1918, at 4 p.m.

The Transfer books of the Company will be closed from the 4th day of June, 1918, to the 18th day of June, 1918, both days inclusive.

By Order of the Board of Directors,

J. K. TWEED,

Secretary.

Shanghai, 30th May, 1918.

18210

The Sparklis Aerated Water Factory, Ltd.

Factory:—No. 76 North Szechuen Road.

We manufacture the following varieties of Aerated waters:—
American Ice Cream Soda Pineapple Lemonade
Orangeade Raspberryade Gingerale Sarsaparilla
Cream Lemon Lime Juice and Soda
PRICE.....\$0.75 per dozen and
\$0.50 per dozen for Soda water

to which should be added \$0.72 for the cost of the bottles which will be refunded on return of the empties.

The Water used in the Manufacture of our Aerated Waters is sterilized by the latest process "THE ULTRA VIOLET RAYS" which renders it absolutely GERM-FREE.

Order books, etc. on application

THE EASTERN SYNDICATE, General Managers.

Phone Central 3255.

123a Szechuen Road.

17823

A EUROPEAN CUTTER

is now employed by

Henry the Tailor

M. COOPER, formerly with J. Samuelson and Sons, London, is now supervising all our cutting

We offer you his expert services.

Your patronage is solicited

CHINESE GOVERNMENT RAILWAYS

TIENSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

Business and Official Notices

Drapery Auction at Hill & Co's

Geo. W. Missemmer

(formerly associated with Mr. W. Punder)

Instructed by H. G. HILL & CO., who are giving up business, will sell at Public Auction on WEDNESDAY, 19th June, commencing at 10 a.m. and continuing at 2.30 p.m. within their premises 119 Szechuen Road.

THE ENTIRE STOCK IN TRADE, consisting of:

Sheetings, Sheets and Pillow Cases; Table Cloth and Napkins; Counterpanes, Curtains, Bath and Face Towels; Irish Linen, Piques, Voiles, Organdies, Nainsooks, Lawns, Long cloths; Swiss Embroidered Dress Lengths; Silk Stockings, Silk Jerseys, Ladies' Raincoats, Dainty Lingerie, Men's and Women's Canvas Walking and Tennis Shoes; Summer Underwear and Hosiery for Ladies, Gentlemen and Children; Scotch and Irish Home-spuns, Donegal Tweeds, Wool Coat Sweaters; Men's Shirts, Collars, Pyjamas, Neckties, Braces;

and Children's Underwear, Sandals, Boots and Shoes, Raincoats, Sweater Coats, Frocks, Dresses, Tunics, Sailor Suits, Infants Wrappers, Stockings, Sox, Tennis Shoes, etc.

also all the fixtures, Show cases, Counters and Shelves.

On view all day Tuesday, 18th June, catalogues on the premises.

American Express Company

Head Office, New York.

10 The Bund Tel. Central 1969 SHANGHAI

Ten Thousand offices in the United States, also offices at principal European Cities and at Manila, Hongkong, Yokohama, Buenos Ayres.

Travelers Cheques, Letters of Credit, Money Orders, Drafts and Telegraphic Transfers on all parts of the world.

Banking business of all kinds transacted. Bills of Exchange purchased. Commercial Letters of Credit issued. Interest allowed on Current Accounts and Fixed Deposits.

Special facilities for shipping and financial business with the United States.

BUTTER!

BUTTER!!

BUTTER!!!

Fresh Butter in one-lb. pats.

"DAISY" BRAND

and

"MEADOW" BRAND

may be obtained from all leading Storekeepers in Shanghai and the principal Outports. Shipped to Outports packed in pure machine made ice.

Tinned Butter in 2 lb. (nom) tins Finest Australian

"BULLFINCH" BRAND

and

"RED FEATHER" BRAND

Imported by

GEDDES & CO., LTD.

Tel. 346. 5 Peking Road.

Other Business and Official Notices will be found on Pages 17 and 19

INTERNATIONAL SAVINGS SOCIETY

Head Office, 5 Avenue Edouard VII, Shanghai.

60th Monthly DRAWING of \$2,000 PREMIUM BONDS.

(15th June, 1918.)

Notice is hereby given that in conformity with the conditions endorsed upon the Bonds, the undermentioned reimbursements, of the total value of \$15,852 representing 25% of \$63,408 being premium on 5,284 Bonds for the month of June 1918, were drawn on the 15th June, 1918, at the Head Office of the Company, 5 Avenue Edouard VII, Shanghai, in the presence of Messrs L. W. STRAWN and CHANG ZAH-CHUNG, Bondholders, J. BEUDIN, Director and Messrs. SETH MANCELL & CO., Auditors.

The reimbursements drawn will be paid on and after the 16th June, 1918, at any of the following places:—SHANGHAI—5 Avenue Edouard VII. TIENSIN—INTERNATIONAL SAVINGS SOCIETY, 45 Rue De France.

HANKOW—Messrs. ANDERSEN, MEYER & CO., LTD., 11 Rue D'Hanoi.

CANTON—Messrs. GERIN DREVARD & CIE, Shamoen.

2 Bonds at \$2,000 each numbered..... 357 and 873

2 Bonds at \$1,000 each numbered..... 2029 and 2233

2 Bonds at \$500 each numbered..... 3921 and 5122

2 Bonds at \$200 each numbered..... 1848 and 3671

2 Bonds at \$160 each numbered..... 1389 and 476

1 Bond at \$432 numbered..... 4767

1 Bond at \$300 numbered..... 31

1 Bond at \$200 numbered..... 4946

1 Bond at \$160 numbered..... 1544

and 513 bonds at \$12 each.

27 878 1856 2825 3915 4477

65 889 1857 2830 3930 4481

57 904 1878 2831 3933 4483

58 921 1880 2838 3940 4486

73 926 1889 2845 3956 4492

78 930 1892 2866 3957 4499

92 933 1907 2872 3958 4501

97 951 1943 2877 3966 4503

99 952 1952 2882 3977 4504

110 962 1954 2900 3985 4507

123 975 1962 2940 3988 4508

127 976 1963 2943 3989 4511

137 983 1964 2947 4011 4517

206 1003 1975 2948 4012 4520

221 1006 1986 2949 4016 4525

232 1012 2040 2958 4017 4526

246 1035 2056 2968 4019 4532

268 1036 2060 2997 4030 4536

284 1037 2065 3017 4033 4537

317 1047 2073 3026 4047 4542

318 1048 2082 3041 4049 4549

331 1054 2089 3060 4052 4553

372 1065 2092 3064 4067 4543

398 1069 2106 3093 4072 4548

404 1071 2118 3132 4082 4555

414 1089 2123 3133 4092 4557

428 1095 2137 3159 4105 4561

430 1100 2141 3218 4116 4564

431 1105 2147 3226 4122 4570

436 1139 2154 3230 4124 4589

437 1191 2167 3235 4134 4598

441 1193 2189 3248 4154 4709

461 1195 2209 3272 4156 4713

465 1200 2222 3279 4161 4714

474 1202 2230 3283 4164 4740

472 1207 2244 3311 4172 4770

497 1233 2252 3331 4193 4775

498 1253 2259 3362 4207 4784

509 1257 2264 3391 4208 4785

510 1265 2267 3404 4211 4801

514 1267 2269 3412 4221 4802

524 1276 2279 3415 4228 4809

530 1283 2284 3421 4229 4813

541 1321 2287 3430 4231 4830

552 1331 2334 3444 4251 4845

555 1344 2340 3445 4260 4846

556 1348 2341 3454 4270 4870

580 1353 2348 3459 4276 4887

586 1375 2367 3463 4279 4894

589 1382 2376 3469 4281 4896

599 1392 2382 3488 4283 4898

608 1410 2394 3489 4288 4912

608 1414 2395 3490 4292 4920

620 1422 2396 3498 4294 4938

621 1426 2408 3499 4296 4948

625 1432 2438 3511 4308 4953

635 1433 2447 3513 4309 4958

638 1442 2448 3550 4314 4965

659 1462 2456 3565 4316 4974

662 1469 2517 3566 4328 4976

667 1478 2526 3571 4332 4979

682 1542 2528 3618 4334 4987

684 1548 2535 3648 4346 4997

687 1558 2546 3649 4349 5000

692 1564 2576 3654 4355 5020

707 1585 2588 3701 4357 5027

715 1589 2599 3711 4359 5028

729 1603 2601 3727 4375 5029

734 1615 2606 3729 4381 5040

750 1631 2610 3735 4384 5047

756 1673 2623 3761 4385 5064

761 1638 2644 3759 4400 5072

778 1729 2649 3785 4409 5084

779 1731 2653 3795 4423 5089

823 1751 2668 3797 4427 5115

826 1753 2673 3820 4430 5116

834 1821 2760 3876 4461 5152

846 1776 2678 3846 4433 5121

846 1777 2680 3855 4451 5127

857 1782 2739 3871 4457 5131

860 1791 2755 3873 4460 5137

864 1821 2760 3876 4461 5152

865 1828 2771 3877 4462 5153

874 1829 2792 3895 4467 5155

876 1841 2793 3899 4469 5228

5261

5267

NOTICE

The Drawing for the Motor Car Raffle will take place at Six p.m. at SHEPHERD'S on MONDAY, June 17th, 1918.

Amusement Advertising will be found on Page 17

BILL SMITH

says:

FOR THE SUMMER MONTHS ALWAYS USE REYNELL'S HIRANO WATER

ASK BILL!

Garner, Quelch & Co.

Sole Agents

Yut Sae Chang & Co.

Wholesale Hardware Merchants, Building Contractors—Engineers' Supplies.

A1284 BROADWAY, SHANGHAI.

Alcohol Fans, Spring Hinges and Green Wire Cloth.

17997

IN THE UNITED STATES COURT FOR CHINA

In re Last Will and Testament of ANNA CRYDER WYMORE, Deceased. Cause No. 659 Estate No. 249

Notice is hereby given to all parties interested that the undersigned has been appointed Administrator cum testamento annexo of the above named decedent's estate in China; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before December 16, 1918, and all persons owing the said decedent are required to make payment to the undersigned.

W. A. C. PLATT, Administrator cum testamento annexo, 3-G, Peking Road, Shanghai, China.

June 16, 1918. 18398

The Shanghai Hotels, Ltd.

NOTICE IS HEREBY GIVEN that the Debenture Transfer Register of the above Company will be closed from the 23rd June to the 29th June, 1918, both days inclusive, for the preparation of Debenture Interest Warrants.

By order of the Board of Directors, BRODIE A. CLARKE, Chairman.

The Hing Wah Paste Mfg. Company, Limited

Problem of high cost of living solved.

Our Macaroni, Paste Star, Vermicelli in coil and all soup stuffs, etc., are made from the choicest ingredients with the latest foreign-made machinery under the most hygienic conditions.

People living in China should consume the products of local industries, especially food stuffs.

We guarantee our goods are cheaper and fresher than imported goods.

Our goods have been examined and certified by the Hongkong Government Chemist.

71 North Soochow Road.

Telephone Central 3385.

Elizabeth Lloyd, fully qualified in obstetrics, having had 12 years' experience in London and Liverpool Hospitals, is prepared to take cases.

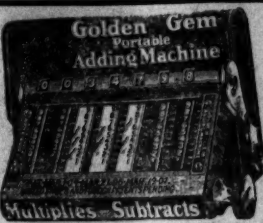
Phone C. 4718 Hours 10-12; 2-4. 1972 Nanking Road.

W. Z. ZEE & SONS

(ZUNG LEE & SONS, ESTABLISHED 1895)

1125 BROADWAY & 411 TIENTSIN ROAD, SHANGHAI.

Stocks of Metals, Hardware and Sundries. Contractors to GOVERNMENTS, MUNICIPALITIES, RAILWAYS, TRAMWAYS, ETC.



ADDING AND LISTING MACHINES

FROM \$15 U.S.C. UPWARDS

THE OFFICE APPLIANCE CO.

4 CANTON ROAD, SHANGHAI.

When you need a new Storage Battery, there are two vital things to be considered—the quality of the battery and the service back of it.

Prest-O-Lite is the battery for you.

Service Station And Sole Agents for China

The Shanghai Horse Bazaar & Motor Co., Ltd.

MASON & CO. CONFECTIONERS

No. 90 BUBBLING WELL ROAD. (OPPOSITE RACE COURSE)

Fancy Cakes and Candies of French Style in All Descriptions

Telephone Central 3829

SPECIALIST

(can speak English well)

For Venereal and Surgical disease.

Man and Woman's disease.

Skin disease and rheumatism

(studied medicine in Japan, America and Europe)

Charge moderate.

Japanese Dr. K. WATANABE, A.M., M.D.

21 Haining Road (fifth house from North Szechuen Road)

Tel. North 2279. 17846

OFFICES, ETC., TO LET

IN CENTRAL DISTRICT, on Nanking Road, from Sept. 1st very desirable offices. Apply to China Realty Co., Ltd. 18316

FOR RENT: Office flat, No. 1 Hongkong Road, eight rooms, separate entrance, well lighted, facing North. Immediate occupancy. Apply to Andersen, Meyer and Co., Ltd., Manufacturing Dept., No. 7 Yuen-ming-yuen Road. 18229

LOST OR STOLEN

LOST: On Avenue Joffre, night of June 9th, small yellow and white Pekingese dog. Liberal reward will be given person returning same to 338 Avenue Joffre. 18362 J. 18

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consular, syndicate, journalistic, commercial and official translator work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents advertisements, etc. Please apply to Chang Nieh-yun, c/o 1 Museum Road, or P.D., 159 Haining Road, opposite West End Lane. 18227

TO LET, 484 Rue Eugene Bard, at Dubail tram. Excellent 6 roomed semi-detached residence. Rent Tls 70. Apply premises or Hammond 38 Nanking Road. 18227

TO LET, 320 Avenue Joffre, residence of 6 good rooms. Rent Tals 55.

"Greater Love Hath No Man Than This"—St. John XV:13



Walter Howard Stone, the Chum Who Married the Girl O'Neill Loved.

The Heroic Sacrifice of Wealthy Young Ranch Owner O'Neill, Who Faced Death at a Surgeon's Hands to Take the Place in

France of the Chum Who Married the Girl He Himself Loved

"Greater love hath no man than this, that a man lay down his life for his friends."—St. John, xv, 13.

THE beating of drums and the echoes of the bugle never fail to make young hearts grow fonder. The war already has been the inspiration of countless romances, which have set wedding bells a-ringing everywhere the call to the khaki has been heard. The most remarkable of all these romances is one that has just been revealed by the stiff, formal entries in the records of a draft board in Colorado—a romance of renunciation akin to that of Sidney Carton in Dickens's famous "Tale of Two Cities."

Joseph Emmett O'Neill and Walter Howard Stone were born in Fort Collins, a college town in Colorado. The former was of a wealthy family, which owned great ranches that reached across the plains into the Rocky Mountains. The parents of the latter had been pioneers in that State, but they were in modest circumstances. The girl was Marion Palmer, whose father was one of the founders of the college and prominent in Colorado's financial and social life. The three families lived in the same block in Fort Collins.

When schooldays were over and Marion became "Miss Palmer, the beautiful debutante," the two young men graduated from playmates into suitors. Both confessed they were deeply in love with their former classmate, and both paid their court openly.

After leaving college Walter Stone went into a bank as a clerk, with the hope of working up to the top and becoming a banker himself. Joseph O'Neill, whose father had died, came into the family fortune and management of the ranches.

Both young men continued their courtship, a neck-and-neck race that greatly amused the little college town and caused the young people to openly take sides—some hoping "Joe" would win, others pinning their faith to "Walt."

Of course, it is not in the nature of things that this state of affairs could go on for long. Miss Marion's heart began to interfere in her neutrality. It was then she called the young men before her and made them promise to be friends together, no matter which became her husband. They promised, and then she held out her hand to Walter Stone.

Her choice astonished the town, because it was certainly not worldly-wise. Young Stone's salary was meager, while his chum enjoyed one of the largest incomes in the State. Yet Miss Marion listened to her heart rather than to her head. Which is the way, sometimes, with a romantic maid. They were married a year ago this April.

Then came the army draft. O'Neill and Stone, each twenty-three, were liable. Both were examined. Stone passed. O'Neill, it was discovered, suffered from aneurism in the subclavian artery and was, of course, rejected.

Although his marriage prior to May 18, 1917, might have exempted him from service, Walter Stone did not claim it. With midwinter, however, came the questionnaires and a general tightening of the selective service lines. Stone, still refusing to ask exemption on the ground that he was married, fell into Class I. In February he was notified to report for service.

By this time an interesting event was presaged in the Stone household.

For some months Marion Stone had been sewing industriously upon certain dainty, diminutive garments and the time of their expected use was only a few weeks distant.

With this near approach of the critical event, Mrs. Stone became a nervous prey to a dread of separation from her husband. As the time for Walter's departure drew closer, she became ill and her condition steadily became more serious.

In alarm, Stone appealed to the draft board for delay in his call. The members of that body, who had been his



Joseph Emmett O'Neill, Who Took His Friend's Place Among Our Soldiers for the Life and Happiness of His Boyhood Sweetheart.

friends and friends of his father, were deeply sympathetic, but helpless.

Joseph O'Neill had been watching—and thinking. When the draft board finally decided that there was nothing it could do, no matter how much it would have liked to, to stay the young husband's departure for the mobilization camp, O'Neill made a hurried visit to the offices of his family attorney.

The next day, in Denver, the young man consulted the city's leading surgeons about the old wound and the possibilities of an operation which might remove its danger. The surgeons told him such an operation could be performed, but that it was one of the most delicate and dangerous operations known, and that he would have but two chances out of five of surviving it.

"Then we will have the operation tomorrow," said young O'Neill. "I will just leave a short letter, sealed, with an address on the envelope, to be delivered if I die."

The next day the young man went on the operating table, placing his life in the hands of Dr. H. Martin Ellis, one of the most noted surgeons of the West. The sealed envelope he gave into the keeping of the surgeon, for delivery if he should die, was addressed to Walter Stone, his chum.

The operation for an aneurism in the subclavian artery is a rare one.

First the surgeon made an incision in the patient's skin above the collar bone—despite the fact that the artery lies below it, not far from the surface. When the region of the aneurism was reached, the surrounding tissue was carefully moved aside, or dissected, with the blunt edge of the scalpel. Presently the artery was fully exposed. The surgeon then raised the blood vessel from its "bed" and passed his finger beneath it to hold it up. Then the



Mrs. Walter Howard Stone, for Whose Sake and Her Husband's the Sacrifice of O'Neill Was Made.

you know, too, that if he does go, his wife will die as surely as we are sitting here. And there is another life to be considered as well as hers—the one that's coming.

"I was rejected for service because of a physical defect. I've undergone an operation that has cured that defect. Dr. Ellis, in Denver, assures me that to-day I can pass the physical tests of any army in the world, and I'm satisfied your own examiners will say the same."

"Now, I'm appealing to you as old friends—the best friends I've got—to have me examined at once and accept me in Class I and let me take the place of Walter Stone. You will know why I'm asking this. You know I've loved Marion Palmer all my life and that I'll go on loving her as long as I live and that there isn't anything in this world I wouldn't do to save her from suffering."

"You'll simply be getting two soldiers in place of one, because Walter can go later on—when his baby is born and his wife is strong again. And you'll be getting a better man physically now, because Walter is a nervous wreck through worry over Marion, while I'm exceptionally fit."

"But that isn't all. You men know the ranch my father left me. My profits in the last twelve months from the production of food were almost \$50,000. Now, I'm going straight from this office to Walter Stone and make him quit his job in the bank, and I'm going to turn over my ranch and everything connected with it to him and make him run it—to share fifty-fifty in the profits. And in the role of a farmer producing \$50,000 worth of food a year, Walter will be much more valuable to the Government than as a soldier."

"So I'm asking you to take me into the army and let Walter stay at home. I'm not asking you to break the law, but to find some way of fixing this thing up. For God's sake, my friends, let me take Walter's place!"

There wasn't a dry eye in the room when O'Neill finished. If it had been for those draft board members to decide, the young ranchman would have gone into the army in about two seconds. But they couldn't see their way. The law forbade them, they said, changing a man's classification. Joe O'Neill argued and pleaded. His heart was in his words. At last the board gave in.

In a few minutes the medical examiners had been summoned, and Walter Stone and Joseph O'Neill also. A new physical examination was made and within an hour the board held in its hands two official reports:

"Joseph E. O'Neill, physically fit for military duty."

"Walter H. Stone, physically unfit for military service. Mentally and physically very much run down apparently from worry."

Whereupon Stone was informed he had been given a "deferred classification," while O'Neill was told to "be ready to go next Wednesday." The board members said they "guessed they'd take a chance on Uncle Sam's displeasure."

They moved Stone down on the list, to be recalled later if desired and if he passes at that time the new examination.

Joe went to war—he's on his way now to France. Walter took charge of Joe's ranch. Marion Stone is well now, and happy. And there's a new member of the family safely arrived. It was a boy and, of course, they named it—Joseph Emmett Stone!

delicate part of the operation began.

With wire of pure gold—as fine as the most delicate silk thread—Dr. Ellis wrapped the dilated artery, placing the turns of the wire as close together as the most perfectly wound armature of an

electric dynamo. This wrapping drew the swollen blood vessel down to approximately its normal size and prevented further swelling and ultimate bursting.

The wound healed very quickly in the young ranchman's healthy body, and in less than three weeks he was back in Fort Collins. The day he returned he asked the draft board members, all of whom were family friends, to meet him secretly at his home. When they assembled, the doors were locked and Joseph O'Neill told them why he had called them in.

"I have asked you to meet me here, gentlemen," said young O'Neill, "to ask you to do a kindness to three persons—me, Marion Stone and our friend, Walter Stone. The law, as it now stands, has decreed that Walter Stone must go to war this week. You men have known Walter all his life. You know he's no slacker and that he is willing to go—to die, if need be, for his country. And

Side View of the
New Short Coat
Costume.

Front View of a
Smart Spring Suit
with the New Short
Coat and a Blouse
of Fillet Lace

SHORT JACKETS and the LURE OF LACE by Lady Duff Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

An Afternoon Gown That Reveals
the Novel Combination of
Cloth and Lace.

("Lucile" Models)

By Lady Duff-Gordon ("Lucile")
A DISTINGUISHING characteristic of this season's modes is that they combine utility with beauty—not a common blend of qualities in dress, as you and I know. For while we yearn for poetic chiffons and artistic crepes, we are turning our faces sternly toward the serges and tricotines and other wools, because these form the basis of a substantial gown, a durable suit. Self-denial and the submergence of the love of luxury, mark wartime for women.

Yet beauty need not be sacrificed upon the altar of utility. The costumes photographed for reproduction on this page prove the correctness of my statement. Both are beautiful as well as useful. Both "point" the wearer's charms.

The suit of which two views are shown is of sand-colored tricotine. Note how long is the new skirt, and how scant, yet giving desirable freedom of locomotion to the wearer. The coat is illustrative of a new taste of the season, the fancy for the short coat. It is a cousin of the Eton, the bolero and the Zouave jacket. It is chic and convenient. Moreover, it is susceptible of such modifications as will render it suitable for any figure. While it is true that the long coat is more becoming to the amply proportioned woman, the short coat is not prohibitive to her. It can be so cut that the front and back will be in long and narrow lines, the expanse of bust line being broken by trimmings. On the other hand, the slender figure will be embellished by broad belts and transverse trimmings as appurtenances of the short coat.

With this suit, as with most suits this season, is worn a blouse of different color. Fillet lace is the leading material to be so utilized. It contributes richness to the plainest costume. It lends softness to what might otherwise be a harsh ensemble. Organdie and crepe and chiffon are used for the same purpose.

More elaborate is the second creation of light tricotine, of which you have here a satisfying glimpse. Like the suit, its contemporaneity, so to speak, is denoted by the presence of lace. Never has a season been so lace adorned. The robe seems to be draped over a petticoat of lace. The fillet lace revealed at the side lightens the general effect of the costume. So, too, of the narrow bands of contrasting silk that finish the sleeves and girdle.

These nuggets of general information and mid-Spring attire keep in the foreground of your mind while shopping or ordering your wardrobe:

That dark blue and tan shades lead in colors. Tan includes the almost innumerable variants of sand and beige, champagne and taupe. As for the blues, the darker the better. That intense yet dark blue that has been known for several seasons as midnight blue is most popular as well as most elegant.

That the short coat is newer, but the long coat has loyal exponents.

That the short sleeve, elbow or three-quarter length, is preferred.

That skirts are indubitably longer. They brush the ankles.

U.S. Engineers Prepare Way For Victory by Our Soldiers

Build Immense Cities Of Warehouses, Hundreds Of Miles Of Trackage, Install Forests Of Cranes, Level And Rebuild Villages.

By George H. Seldes

A port in France, April 11.—Today it is impossible to tell the people of the United States specifically what the American engineers are doing in France, but generally the work may be summed up in one line—they are guaranteeing victory for the American army in the fighting months ahead.

This is a big thing to say, but these are the days of great deeds and great works also, with the hope of the world set on the accomplishment of the American army. Its job is just beginning. The job their brothers of the pick and shovel and shovel and hammer began a few months ago has become so extensive, so gigantic, in plan and realization that it is not the heat of patriotic fire, but the cold facts of steel and concrete and wood and stone which inform the astonished eye that the men of the rear are winning their hand.

And yet the generals and the colonels and the captains, who with a sweep of the hand and a nod of direction order the making of cities and the destruction of villages in their way, and who have seen hills torn down and docks spring up and locomotives arrive which were ordered by mail, say merely "The work is going on," as if to blanket the enthusiasm of the visitor.

And the boys fresh from home, young lads whose hearts still beat in the States, all those thousands who along with their officers want America to know what is going on in France, because they are proud of their work, realize that for the present the facts must remain behind the curtain of military secrecy.

For several days I have been visiting all the camps and works in this French port, and of the things which I have seen and of the operations the engineers are engaged upon little can be told, for the greater they are the less must be said. This is a thundering city. It is an American city, routing its way with work and traffic, and inland for many miles in a line that leads eventually straight across the heart of France to its battlefield.

Railroads, wharves, docks, terminals, locomotives—some have been built, some are under way, some are yet on blueprint paper, and it is because the job is still unfinished, and will be for several months, that the men whose duty it is to build characteristically from upon enthusiastic reports and say: "Wait until we are through and have moved out of here to the front."

The work is "in progress," they say, and just what part is completed cannot be told here, but perhaps this statement made by an officer will illustrate its magnitude.

"If we were in America," he said, "with all the facilities which America offers—sure supply, men, everything at the end of our fingers or a telephone wire—we would require 50,000 men for 200 days to do this work."

Too Busy Now For Enthusiasm
Needless to say, there are not 50,000 men at this one port doing this one job, but on the other hand, records for time have been and are being made such as the United States never knew at home. But it is not until the last of the large plans still on paper are realized, after months of still harder work, that the American engineers will share the enthusiasm and optimism of the civilian observer.

All energies are concentrated on preparing supplies for the American army. Tonnage, army supplies, includes almost everything in the way of peace and war: "Of shoes—and ships—and sealing wax—of cabbages and kings" modernized into something like "of tanks and trains and tools—paste—tins—of chewing gum and guns."

Provide for tonnage for 12,000,000 men—that is the problem of the engineers. Twelve million because they figure that if the nation puts two million men into France it will require exactly six times the amount of supplies per man that would be required for civilians at home. The soldier eats more, he wears out more—and he shoots off millions of tons of steel and explosive. So if there are to be two million men in the army in France they will need just as much in weight and bulk as all the inhabitants of New York City, Chicago, Philadelphia, Boston and Pittsburgh—the food, equipment, houses, furniture and travelling accommodations of a city or nation of 12,000,000 men, and the engineers are preparing for more than such an army will be here, and preparing in such a manner that there will be no delays, no break-downs, no stoppage, in that vast supply.

Reserve Supplies For Great Army
At the port, which I can describe only in part, the work under way provides for only part of the army, and the rest will be cared for at and from many other ports, at each of which there are already improvements in harbors, docks, wharves and terminals. In this one anonymous port the warehouses alone will hold several weeks' reserve supply for the army.

The colonel of a certain regiment stationed here introduced me to a captain whose most famous work in the United States was the building of the railroad along the Florida keys. He took me to see the work here, not as a spectacle to impress strangers, but in the course of his daily round of supervision. First we went where were the docks of the city, with huge ships unloading their cargoes from America, with negro stevedores in the old U.S.A. uniforms, singing as they worked, and the cranes creaking and the loads falling uninterruptedly and with heavy sounds into the freight cars or on the dock.

The dock was an American dock. The cars ran on American rails, laid by American engineers, for one of the first jobs was to revolutionize the old peacetime French rail system. The French used little turntables, which were good enough for small cars and plenty of time. The Americans knew they had to get the loads out of the ships quickly, for tonnage depends largely on speed in loading and unloading ships and getting them ready for a return trip. So a loop system was built for big cars and arranged so that many ships continually are supplied with freight cars, which roll away immediately as soon as burdened, to be at once replaced by empties.

Cranes Resemble A Huge Forest
In these docks and yards are several of the sixty cranes which were ordered in America several months ago, and which are now some of the

that must have kept the mills at Pittsburgh busy for many a week, piled neatly on the ground or lying on flat cars. There were all sorts of tools and machinery with the names of companies in Cleveland, Chicago, Ohio and little, but famous, industrial towns throughout America. Parts of cranes and railroad hand cars, boilers, wheels, chains, framework, were here—a bewildering array of metal covering the country's air.

All through the trip we were stopped by lieutenants and sergeants, each bossing his affiliated job, and each time the conversation was brief and American.

They have built a dam forty feet high and 500 feet long so that the hospital has a supply of 100,000,000 gallons of water, which is to be filtered and chlorinated for the benefit of the sick and also the wine-drinking population of the town. The hospital is one of the largest in the world, and

although its original plan was for 5,000 beds when completed it will probably have double that capacity. With it are being constructed soap and splint factories, and the sewerage system for the hospital will be extended so that the town will have advantage of it, thus becoming one of the fortunate places in France.

The bakery and the laundry have been completed here, and the planing mill built, so that the hospital is becoming a city in itself, of masonry and wood, the hospital being of masonry.

Later in the day I met other captains and lieutenants, and each was engaged on some important work. Some were constructing locomotives, others were "compiling" automobiles or big trucks. One was in charge of a remount station. Another was building barracks for so many thousand men.

The Vision Of German World Conquest

The German writer, Tannenber, in 1911 sketched the following glowing picture of German triumphs which were to result from the war which many then saw to be inevitable. This remarkable piece of writing appeared in Tannenber's book, "Gross-Deutschland," and is quoted as highly significant by J. Seldes Wilmore in his book, "The Great Crime and Its Moral," recently published by the George H. Doran Company. According to the 1911 outlook:

"The occupation of Prague by the Germans is followed by a declaration of war by France. On the same day Russia decrees the mobilization of her armies. England awaits developments. Things never go better with England than when the powers of Continental Europe are waging war against one another. To furnish the two parties with arms and provisions is a harvest that she has not been able to reap for a long time. England will be careful not to lose, by declining either for one party or the other, so exceptional an opportunity of augmenting her riches. When peace is concluded she will know how to put herself in the front. She remembers that the war of 1870-71 enabled her to seize Egypt, and she hopes that the foundation of greater Germany will mean to her a new increase of power."

"Germany will send against Russia an army of a million soldiers. The struggle will take place in the Baltic provinces. . . . The Russians will gradually abandon these territories, that in population are foreign to them, and will retire on Moscow; but the German armies will not follow them in the forests and marshes of Russia. They will be content to occupy the territories which may be sure will be permanently acquired. It is to the west that Germany will send the greater part of her forces. Eight days after the declaration of war by France four millions of German soldiers will cross what, until now, has formed the eastern frontier of this country. The news from the East including the declaration of war by the Japanese (against Russia) the invasion of the Poles and the revolution in Russia, which again makes its appearance—all these circumstances crush in France the courage which she showed at the beginning of the war in 1870."

"Forty years of republican regime have ended by depriving the French youth of its last remnant of warlike zeal, of the spirit of sacrifice and of subordination. Nobody now wishes to sacrifice his ego to the demands of duty. Folly and cowardice rival each other. The suspicion of treachery again arises in the soul of the French soldier. The fortresses, from which the French expected so much, no longer resist the attacks of the German airship."

"The north and east of France are occupied. After a success achieved by the German fleet . . . Paris does not even attempt to defend itself. . . . Italy declares war on France, and it becomes certain that England will never think of taking an active part in the struggle. Wares paid for in good money—cannons, guns and munitions—yes, but soldiers, no. Where could she get them if she wanted to send them? India is shaking off the English yoke. The Hindu students of Bengal assassinate the high English functionaries. In Egypt there is a like crisis. The cry of the dervishes is heard afar, 'Egypt for the Egyptians!' In the newspapers of Australia people discuss

"We have raised this country eighteen inches," said my guide. "Further on we are removing mountains of sand for this purpose. I will show you that much later."

"How much sand are you bringing?"

"Six million cubic yards," was the reply.

We climbed the barges. One, to house the pile driver is 70 by 100 feet and the cargo barges are 70 by 140 feet, solidly built of great timbers which came from the forests of North-western United States and from Russia.

"These barges are worth their weight in gold," said the captain.

American Work Covers The Country
From this point on the country for miles about is covered with American work. From the tops of the barges we could see yards and warehouses, some only in skeleton form; cranes moving and locomotives puffing, trains coming in with materials, and groups of men as far as the eye could see, all engaged in the erection of this central terminal and warehouse system. When these yards are completed there will be enough rails in this one place to lay a direct road from here to Paris.

There will be 150 warehouses, each 50 by 400 feet, each built on concrete piles and with concrete floors and steel roofs and sides—75 kilometers of metal roofs, a sight to amaze the birds and the beasts.

Between this port and the ultimate destination there are other centers of warehouses and storage plants, more complete than this. In one town, for instance, the ready warehouses will hold more food and other materials than the Pennsylvania freight terminal in Chicago, that new and enormous building. At this inland center also the foundations have been laid for the largest refrigerating cold storage plant in the world, and construction is proceeding. The manufacturing capacity for ice will be several hundred tons, thousands of tons of fresh beef will be handled daily and besides there will be a storage capacity for more than thousands of tons of beef and additional thousands of tons of other edibles, thus assuring the army of fresh foodstuffs at all times.

In this center there are being erected a number of huge storage houses for ammunition and other inflammable materials, and the buildings are of hollow fireproof brick, all made in America, and a fireproof system is being built safeguarding the munitions and involving a pipe system of hundreds of miles.

All this work has been and is being done by one regiment of engineers, one regiment of foresters and companies detailed from regular regiments. No boom munitions town in America ever grew faster. And, of course, there are other ports and other inland towns in which similar progress has been made.

At these things the captain who was conducting me on his round only hinted, for he was too busy with his own work even to speak of his neighbor's. So we climbed into his auto and, leaving the main yards behind us, rode by the reservoir.

Acres Of Tools And All American
Again we passed dumps with materials. There was structural steel

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And Then—The Magic Failed

The German newspaper, Der Russian people were far too discontented to fight for their government, had gotten under way, was forced and we made our plans on the supposition of a rapid collapse of Russia, but, instead, she mobilized her millions quickly and well, and their power is crushing. Those reality thousands of Indians came to fight with the British against us. We anticipated that the whole British Empire would be torn to pieces, but the colonies appear to be closer united than ever with the mother country. We expected a triumphant rebellion in South Africa, yet it turned out nothing but a failure. We expected trouble in Ireland, but, instead, she sent her best soldiers against us. We anticipated that the party of 'peace at any price' would be dominant in England, but it melted away in the ardor to fight against Germany. We reckoned that England was degenerate and incapable of placing any weight in the scale, but she seems to be our principal enemy."

"The same has been the case with France and Russia. We thought that France was depraved and divided, and we found that she is a formidable opponent. We believed that the

All Over The Far East

Viscount Kato, the President of the Kenseikai, in the general meeting of the party recently held in Kyoto, declared against Japanese intervention in Siberia. His reason is that there is little possibility of the German military influence penetrating into the East as to endanger the safety of this country. Not a single Japanese will submit to Germany when her big army comes to the eastern Siberia to invade Manchuria and Korea. If the issue depends on the immediate menace of the enemy near our own territory, there is no need of considering our policy, says

the Miyako. As a matter of fact the issue depends on the possible development of the German influence to the East in future. The question is whether we can check the spread of her influence now, advantageously or not. An argument like that of Viscount Kato is not to the point. The Miyako sees that German influence is rapidly overrunning Russia and building foundations for its future development to the East. The liberated war prisoners are studying the customs and language of the Russians for future operations. The railways of Siberia are about to fall into the hands of the enemy. In the face of this evidence does Viscount Kato think that we need not be alarmed at all about the so-called German menace?

The Bonnie Army Lorry

The Menin road is bonnie,
Where big shells fall like dew,
And it's there my Army lorry
Went, hopelessly askew.
Went hopelessly askew,
And tried to climb a tree,
And my Bonnie Army lorry
She laid her down to sleep!

She always sulks at startin',
Her brakes were nearly gone,
Her seat it was the hardest,
That e'er a man sat on,
That e'er a man sat on,
In a' the A. S. C.
And I'm glad my Army lorry
Has laid her down to sleep!

—London Evening News.

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About the sweetest thing in the world is a baby just after he is bathed and powdered. Especially if he's your own baby!!

The powdering (generally with Mennen's Borated Talcum) is as much a part of the bath as the bath itself. And it's mainly the powder that soothes his frets and makes baby so sweet and cheerful.

Think what it must have been to be a baby before the days of Mennen's (the first Borated Talcum).

In the last few years, mothers have been learning that what helped make baby sweet and content—helped when baby got older.

And nowadays many a belle with laughing eyes and an atmosphere of cherry freshness owes much of both to generous use of Mennen's.

To meet those more generous and more general uses—we are making the sifter top cans even larger and more generous.

Put a tin in every bathroom and every bedroom in your house. Say nothing,—and note the cheerful effect on the family's disposition!

Out of the hundreds of brands of Talcum Powder—two or three may be as good as Mennen's—But it is easy to be sure. Ask by name for Mennen's Borated Talcum and other Toilet Preparations.



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We carry stock in Shanghai for sale to the trade only. Therefore no excuse if your dealer has run out of Mennen's. Ask your dealer also for free samples; if he has none he can get them from us. Write or phone to us for free samples, too. We shall be pleased to send them.

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SHANGHAI, SUNDAY, JUNE 16, 1918

The British Motor Worm Turns

How The Automobile Industry Of Great Britain After Suffering Three Years Of Repression Has Taken Steps To Force Some Recognition Of Its Present And Future Needs

By Charles G. Harper

I am just returned from an important meeting called by the Motor Trade Association, to consider measures which shall be taken to safeguard the interests of the British motor industry, gravely affected by the edicts and interferences of the many war-time authorities controlling alike motor manufacturers, agents and the private user. The position of none of these classes is happy, but for choice that of the motor agencies is the worst. Agents find in the total abolition of private motoring which has come about in England (with the exception of the cars permitted to be used by the medical profession) their occupation gone and themselves in some cases ruined. The Royal Automobile Club was founded as a "Society of Encouragement," but it has long ceased to be that. The necessity for its exercising that function has, in the marvelous development of motoring, rendered such a role unnecessary. In practice, it is found that the motor agent, stocking the best types of car, is himself the best encouragement society and is the very life-blood of the trade. I number among my personal friends one of the largest of such, who has built in the wilds of Wales a huge up-to-date establishment and has by his own personal application and courtesy and reputation for fair dealing created what was a fine business in the most unlikely of localities. I name Tom Noron, of Llandrindod Wells, well known on your side. He had a very large turnover in Ford, Buick, Cadillac and Clydesdale trucks, but restrictions common to all dealers have ended that for the time being, and were it not that in this rural district he is busy in agricultural tractor work, he might as well have shut down, as many town dealers have been obliged to do.

Motor manufacturing firms are at present in a more satisfactory situation, because even when they are not producing trucks and other types of cars for government use, their plants, converted for the purpose, are used on adequately paid munition work. It is true that, like every other business, they are required to render slightly more than their share of the national burden of excess profits, under the new principle which thus taxes industry, but that burden they cheerfully bear, being men of proved and ardent patriotism. The private motorist merely suffers inconvenience; very great inconvenience, too, in cases where a man has been induced by the new and easy conditions of access to obtaining in the last few years to establish his residence in some country district remote from railways. But inconvenience is a small matter these times.

The British Motor Trade Association is a powerful body formed of late years to safeguard prices and to withstand that pressure for concessions in terms and other matters which, had this body not existed, would have led to the various rival concerns being played off one against the other. Now united in principle and in design, those business houses can present a firm front to whomsoever shall seek to squeeze them. British motor manufacturers are in the prime industry of the country at this day, whether they are at their proper trade of producing cars, or munition-making. There is a "key" industry; that key which will eventually unlock the door which bars the way to victory. There was the faith, the foresight, the capital which at the beginning of this automobile age looked with confidence into a future which others did not realize, and wrested from a complete foreign monopoly the mechanical traction of this first quarter of the twentieth century. Had it not been for this superb faith, this intense application during a period in which the future seemed to be entirely with the foreigner, this now great British industry would have been either non-existent or so small a thing that it could not have counted as a factor in this war. We may well judge from the difficulties and anxieties connected with the motor industry being almost wholly in German hands at the opening of hostilities, what the case would have been had the car-making business been in the like position. As it was, we had to commandeer a large proportion of our public service vehicles—motor omnibuses and other, and traders' vans, when the British Expeditionary Force first crossed the channel. Moreover, had our internal-combustion engine industry not then been well in the way, our aircraft would not by now have achieved what they have done. The motor industry, it is felt by every unbiased man, has helped to save this country, equally with its fighting men.

Hence the feeling which has arisen in the industry over the way it has been officially treated, and at the neglect of its interests by some of the bodies which might initially have been supposed to be at least partly in existence to safeguard them. The name of the Royal Automobile Club was not mentioned at the meeting, but I have no doubt that authority was in the mind of many present. The club is not concerned in trade, but it has the interest of motoring in general at heart—or is supposed to have. But in practice it has been found that the R.A.C., in spite of its technical, racing, and other committees, has largely resolved itself into an ordinary social club, and that it does not stand up to the several authorities who have been extra-legally constituted and demand the arguments for doing this, that and the other things which have been done to the hurt of the motor community in general. It has indeed been said—with what measure of justice it is not for me to declare—that the R.A.C. has become merely an anteroom to a hive of controllers, and that its committees, when the authorities say "Thou Shalt Not," sing small and say "Amen!" The Automobile Association fights better

In reading this article by Charles G. Harper, the well-known authority on matters pertaining to the British motor trade and motoring in general, in which he describes present conditions in the British industry, no comparisons should be drawn between conditions existing in England and in America. In the first place there is no danger of a gasoline famine in America, for the simple reason that our sources of supply are contained within her own borders, whereas Britain has always been compelled to import her motor fuel and the exigencies of war have served to interrupt such importation, except in sufficient quantity for military consumption. In the second place the U. S. government authorities have displayed an enlightened understanding of the importance and needs of the American motor industry and have refused to hamper its progress, except to the extent made imperative by the military preparations of the nation.

for the motorist, though it possesses no lordly halls.

But these considerations are leading me into domestic motoring politics, with which I don't want anything to do. The Motor Trade Association is out merely for securing justice and security for the trade and for the vast capital commitments of it. Its chief argument is that the industry is being strangled and unnecessarily. Not only so, but that it is an act of official shortsightedness, if not one of sheer mania, to endanger, as recent orders have done, the efficiency of a trade which ensures rapid and cheap communication and distribution for crowded population in an age when railway management has been found out as the hopelessly inefficient thing it is.

Whence, it may be asked, the widespread prejudice against motoring, motorists and the motor trade in England, alleged by the Motor Trade Association to exist? I deny that it now largely exists, but am ready to agree that there is such an attitude among interested sections. At the meeting, one of the speakers, Mr. Joynton-Hicks, member of Parliament and chairman of the Automobile Association, declared that when he spoke on automobile matters in the House of Commons he was hampered by the conviction that he was addressing a hostile assembly. The hostile element,

he assured us, was composed of those members who were also members of country councils, and as such and as large ratepayers who saw great sums being expended for the upkeep of roads worn and torn by motor traffic, were enemies of the automobile and were determined to tax it and its owners to harass the industry which produced it. Myself, I think he hit—not the wrong nail on the head, but only one of two nails, and that the smallest; for it is notorious that railway interests are very largely represented in the House of Commons and that they have ever been the natural enemies of mechanical traction on roads.

It is curious to observe that what hostility there is against motoring follows on identical lines that which actually succeeded in suppressing in England the steam carriages—those early motor cars—of nearly a hundred years ago. Steam carriages had been between 1822 and 1828 become such practical propositions that no fewer than seven important companies running public services were then in existence, and there can be no doubt of the mechanical traction of that age having come to stay, had it not been for the action of the turnpike trusts of that time which, on the score of the alleged wear and tear of the roads by those vehicles, discriminated heavily against them in the form of excessive tolls. For example: between Liverpool and Prescott the four-shilling (one dollar) toll for a coach became for a steam-carriage 12.5.0 (twelve dollars); and between Ashburton and Totnes the difference was three shillings (seventy-five cents) and £2 (ten dollars). The steam-carriages were thus crushed out of existence.

The railway companies in this country have in several instances attempted to set up motor road-services themselves, as feeders to their own systems, and have signally failed to maintain them; while at the same time finding motor-omnibus concerns establishing such services and continually extending them, until the time came during the war when shortage of labor, scarcity of gasoline and official restrictions cut them down. And it is to be observed that some very large and comprehensive schemes of motor public services are being considered for "after the war," by which railway interests cannot fail to be hit.

In that quarter I am the more inclined to see the enemy. Of course, if railway directors were people who had longer views, they could not fail to see that in the end, however much motor road-traction for passengers could develop here, they would not eventually suffer, for it has ever been a canon of British railway manage-

ment that it is the freight traffic and not the passenger service that really pays; and British railway heavy freight traffic at present does, and in the future will, demand the utmost capacity of air lines.

However carefully anti-motoring feeling may be engineered here, it cannot now be relied upon to grow. It will decrease, because "after the war" most people are going to have cars; light cars for private use and all sorts of other cars for business purposes. To suggest that the government has a prejudice against the motor trade is absurd. It is not vindictive; merely in the hands of stupid advisers. Really, at present, if we may judge from the army trucks that are ruining our roads, the staff cars, the department cars and the motor volunteers, the government itself is the biggest motorist in the country, as also it is the biggest "profiteer" and that of necessity. I say if the motor industry has been taxed more heavily and unfairly than any other, as it has been, it is not because the government has or has not any prejudice against it, but because, on the scientific principle of least resistance—applied empirically and for convenience sake—money can most readily be obtained from it, directly and indirectly. It has the most flourishing industry in this country, as undoubtedly it will be again, for we are not to suppose that such an aggregation of capital and so large a body of skilled workmen of every grade are going to submit to any authorities, however puissant, but we may well be assured that for sacrifices cheerfully made they will severely demand that security of tenure for employment and trade which can be obtained only by tariffs. Governmental advisers—or perhaps those who take a high hand and act on their own initiative, under the temporary powers given by the Defense of the Realm Act—are stupid because they take the heart out of men who have been willing and patriotic and seize their plant (I know of one case in which this has been done twice) on plea of necessity and leave their businesses at a loose end, while no authority has yet determined the how or the when of their being recompensed.

The Motor Trade Association has determined to see that guarantees are forthcoming from some government authority for restitution, replacement and conversion of plant for peaceful trade; nor do I see how responsible ministers can withstand such a just demand.

It was interesting at this meeting to hear speakers referring to conditions in America of how, seventeen years ago, you had your own period of anti-motoring prejudice, and how

the "hay-seeds" of New Jersey commonly threw mud at passing automobiles. We have no such utter prejudice as that, nor ever had, I think, indeed, what ill feeling we may have (but it is surely inconsiderable, apart from those interests I have referred to), is wholly manufactured by agitators who address, and presume to represent, the workman. Whatever animus you had appears to have vanished, and our speakers were

rather more concerned at your annual output of 1,850,000 cars, than interested in popular views. For that figure represented to them an annual surplus for shipment here, a vision not at all realized. But, as I have already said in your columns, conditions being what they are, I am convinced that never again will free imports of competitive manufactures come into this country, when trade conditions have been reviewed. I well recollect how

the British cycle trade saved itself when threatened with dumping of American bicycles years ago; and also how the Imperial Tobacco Co., of Great Britain and Ireland defeated overseas combines; and no doubt remains in my mind that in one way or other, the British motor industry will hold its own. You perceive already, from this gathering that has taken place, that it is girding up its loins to that end.

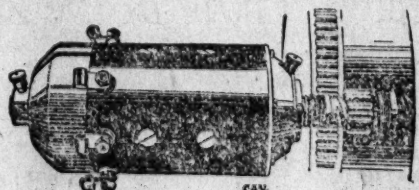
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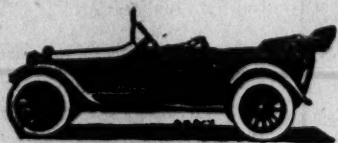


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MOTORING QUALIFIES AS A HEALTH MEASURE

Doctor Says It's Great Little Sister In Capturing The Elusive Fresh Air

The average person has an idea that riding in an automobile merely conduces to fat, and that although it gets you from point to point it isn't an influence toward good health. So, then, it is interesting to read what Dr. R. H. Bishop, Health Commissioner of Cleveland, wrote recently for The Goodrich Magazine, a publication issued by the B. F. Goodrich Rubber Company:

"Deep breathing in a comfortable motor car is of more health value than active exercise in ordinary indoor atmosphere," he says. "Deep breathing in the open air prevents the accumulation of fat, as it acts like a pair of bellows on a furnace fire. It quickens the digestive process, eats up food rapidly and quickly and gets rid of waste products. Oxygen is the only stimulant upon which you can safely rely as a depression chaser and a body builder."

Some other fixed ideas regarding automobiling as a health measure are upset by Dr. Bishop, when he says: "Seated at the wheel or in the tonneau of an automobile, one can drink in vast quantities of air that is in motion. Fresh air was formerly valued only because of the oxygen it brought to the lungs. Foul air was condemned because of the carbon dioxide it contained or because of certain alleged organic impurities cast off by the lungs."

"Today we know that for perfect health air should reach not only the lungs but the skin as well. The value of fresh air is not due simply to oxygen, but to a combination of other important factors. Under ordinary living conditions the blood will absorb all the oxygen it requires. The need of the body for moving air is great."

"Automobiling enables one to get the moving air. It is fine training for the skin. Most people believe that an important function of the skin is to give off waste matter. This function is limited. Its main duty to our bodies is to prevent them from becoming unduly heated or over-chilled."

"Avoid breathing through the mouth. This is of especial importance when traveling over a dusty road, as the presence of dust-laden air is apt to be irritating to the throat and lungs."

"If one is not crippled with driving, the automobile is an excellent place to relax the body completely and get the mind off of the day's work. The power to relax when fatigue requires it is an important safeguard of health, but relaxation is almost a lost art in these modern days."

"Careless dressing is responsible

How To Save Tire Costs Told Briefly

Here is a "code" for motorists which if closely followed will save many dollars annually in tire expense:

Keep tires properly inflated. Be sure to repair little tread cuts regularly.

Prevent blowouts by avoiding severe jolts and by maintaining full air pressure.

Have mud bolts cleaned out and repaired at once.

Be careful in applying tubes. Avoid sudden stops, quick start, and skidding.

Keep front wheels in alignment.

Use tale in the casing—but avoid using too much.

Avoid ruts and save the side walls.

Don't drive in car tracks. Apply chains properly. (And use only when they must be used.)

Avoid sharp obstructions. Remove grease, oil and acids from your tires at once by using a cloth moistened in gasoline.

Examine clincher rims occasionally for irregularities and rust.

Prevent damage from rust by using rim paint.

Carry spare tubes in a bag. Keep spare tires covered.

Be sure that nothing on the machine scrapes the tires as that revolve.

for many ailments, and the man who uses his automobile as a health builder should be careful in his dress. Fur overcoats should be worn by the motorist only during exposure to bitter cold during a protracted ride in winter. Medium weight overcoats and wraps are less likely to create sensitive skin conditions that soften the individual and invite colds. To help make the body strong only the minimum amount of clothing that will secure warmth should be worn. Outer garments should be adapted to changes in the weather. People who learn to clothe themselves properly are more independent of changing weather conditions. They do not suffer as greatly from extremes of summer heat or winter cold."

Guard Tires Against Fenders

If a change is made to oversize tires be sure that there will be sufficient clearance between tire and fender when the car is loaded to capacity. This is, however, provided by most car manufacturers.—*Milestones.*

Progress Of American Coach Work

The progress made in the coach work of American cars in recent years has been such that the car of today has a body that almost approaches the ideal, says a writer in motor magazine. Methods of construction have been largely adopted that will eventually place this part of motor car construction above criticism. Therefore, the suggestions offered more particularly apply to those cars that have not been given the benefit of the latest manufacturing processes.

It has been the practice heretofore to build and install the body in sections. This left an unsightly seam, and in the course of time the various sections of the body became loose and chafed each other, causing body noises that were extremely objectionable and difficult to correct. But now that the practice of welding all seams is being largely adopted, body work is being improved, and a continuance of such satisfactory manufacturing methods will place this part of the motor car above criticism.

But even now the method of manufacturing and hanging the doors is not entirely satisfactory. In the course of service they will develop rattles despite any check devices that may be installed. They will also warp out of shape and make the body unsightly. While this is not a serious fault, yet its correction will do much towards improving body work.

The flexible form of frame construction does not seem to have been given the consideration its merits would warrant. For the car of large wheelbase the rigid method of construction is necessary, as it would not be possible to provide wooden sills of sufficient strength within the limits of practicability. On the other hand flexible construction is ideal for the car of moderate weight and wheelbase, as will be shown by a consideration of the advantages of this frame design.

Flexibility is the basis of comfort. A car in motion is constantly receiving shocks due to the inequalities in the road, part of which are absorbed by the tires, springs and cushions, but the major part of them are carried to the frame. Wood, being a material possessing great shock-absorbing qualities, will materially lessen the shocks carried to the passengers. While in the rigid method of frame construction, all shocks not absorbed by the tires, springs and cushions are thrown to the car's mechanism and passengers.

But flexible construction means more than comfort to the car owner. It gives freedom from frame distortion with its attendant expense. When the car frame is subject to severe shocks something must give away. If the frame is rigid, distortion and misalignment is the result. With flexible construction there can be permanent distortion, because the frame quickly resumes

its normal shape. The transmission, engine and other units, being supported by transverse steel supports, are not affected measurably by any movement of the wooden sills.

Comparing two identical cars, but with the two forms of frames, the one with flexible construction will be the lightest in weight. This difference is no small factor, contributing as it does to car performance, comfort and economy, features so much desired at this time. Strut rods and other supporting devices, necessary to the rigid frame, are eliminated, which reduces rattling and makes for clean construction.

60,000 U.S. AUTO MEN

NOW ARE UNDER ARMS

Majority Will Probably Be De-tailed To Mechanical Work In Aero And Motor Divisions

At least 60,000 of the 600,000 men who were employed by the automobile and allied industries at this time last year are now in the service of Uncle Sam, either wearing the khaki and blue of the army and navy or engaged in the production of war material and military equipment.

According to the department of labor the automobile and allied trades have given a higher percentage of employees than any other industry, the decrease in the number of workers in January, for example, being more than one-tenth of the total number employed during the previous month.

"While the stars on the service flags are indication that thousands of them will go 'over the top' and keep their fateful rendezvous with death in No Man's Land," said a member of the committee, "the majority of the 60,000 or more men contributed to the cause of liberty by the motor car, parts and accessory plants probably will never experience the adventures of the firing line, being skilled mechanics that are more valuable for the construction, maintenance and repair of aeroplanes and aviation engines than as trench fighters."

"The loss of this legion of workers will not handicap automobile production this year, however, due to the fact that the progressive companies in an industry famous for its resourcefulness have been preparing for just such an emergency as has arisen."

How About The Brakes on Your Car?

How about your brakes, Mr. Motorist? Have you tested them lately?

It means the safety of your life, and those of others, to have strong brakes on your car.

Here is a table showing in what distance you should be able to stop your car at various speeds:

Miles per hr.	Stopping dist., ft.
10	9.2
15	20.8
20	37
25	58
30	83.3
35	104
40	148
45	187
50	231
55	280
60	333

which might be termed special, as or by fitting a rubber strip between the plate glass window in the back curtain of the open-car types. the two pieces of glass.—*Milestones.*

STOP THE CRACK

Rain which leaks between the panes of a tilted windshield may be checked either by having the upper pane cut long to lap over the first grade of all.—*Milestones.*

FOR OLD ENGINES

Long wear may result in loosely fitting pistons in old motors. In such cases it is wise to use a heavier pane cut long to lap over the first grade of all.—*Milestones.*

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Motors Go Over The Alps To Check The Enemy Drive

It is not generally realised how important was the role played by motor transport when French and British troops were sent to the assistance of the Italian forces during the great Germano-Austrian drive of last November.

The railroads over the Alps into Italy being inadequate to carry all the troops required within the very short time available, it was necessary to make use of every road over the mountains. For several weeks there was an unending procession of Allied motor convoys passing over the Alpine passes at altitudes of 8 to 10,000 feet, and in all several thousands of motor vehicles passed into Italy in this way, travelling over the roads which had been used by Napoleon and his legions one hundred years before.

Some of the convoys travelled a distance of more than one thousand miles, having come from Northern France to the heart of Italy. While all makes were represented, Fiat automobile lorries were in a majority for by moving these to Italy they were brought nearer their home factory and their base of supply.

All the freight-carrying lorries were divided into groups of 15 or 20, all in each group being of the same make, and each group being in charge of an officer who travelled on a Fiat touring car. Every vehicle had aboard enough fuel for 250 miles running, while additional supplies were arranged for at various points on the way. Each group had attached to it its own mechanics with hand tools sufficient for carrying out all general repairs; also a reasonable stock of spare parts was provided for

each group. At intervals of approximately ten groups a motor repair shop was provided for handling more extensive repair work than could be undertaken by the group mechanics.

One motor lorry in each group was fitted up as a travelling kitchen inside which it was possible to prepare coffee and soup while travelling. In practically all cases arrangements were made to reach a town or village at nightfall, thus making it possible to billet the men in farms, private houses or public buildings. The average daily distance was 90 miles, this being as much as could be done in daylight on short winter days. Very special arrangements had to be made to keep the roads in condition. On one of the Italian Alpine passes 2,000 soldiers were constantly employed in widening dangerous turns, repairing damage done, and clearing away snow. Special sign boards were erected with special instructions in either English or French. These did not give such general information as "steep hill" or "dangerous turn," but told drivers what gear must be engaged to go down a particularly dangerous hill, or what distances should be maintained on winding passes.

All who took part in this great transfer of troops and material by road are united in testifying to the wonderfully complete nature of the organisation and the remarkable regularity and efficiency of the motor convoys. The motor lorries were as regular and as reliable in their arrivals as the general train service and showed a lower percentage of accidents and mishaps.

Helpful Hints For Motorists

Something New In Tail Lamps

Instead of the usual separate brackets for carrying a spare wheel, rear light and the license plate, a single hollow cylindrical bracket does the work. It makes a temporary hub for the spare wheel, which can be taken off without removing the tail lamp, as that light is carried in a socket which fits inside the end of the hollow stub shaft that forms the spare wheel support. The license plate is secured just back of the tail lamp by a nut, which however requires no wrench to attach the spare wheel to its support. The nut is fastened simply by revolving the wheel. Similarly, to remove, the wheel is turned in the opposite direction until the nut is loose enough to remove by hand. It permits of easy and quick exchange of wheels, as is desirable in case of tire trouble.

Removing a Ball Check

In many engines using a pressure feed oiling system the regulator uses a ball check valve in a housing. To remove this ball often is difficult, especially so if the ball lacks sphericity and is stuck. To remove such a ball get an L-shaped tube or rod of a diameter slightly smaller than the ball, place a little grease over one end and introduce the greased end into the opening. Usually the ball sticks to the end of the tube and then withdrawal is easy.

Pressure Oiling Troubles

Owners of some cars fitted with pressure oil feed may experience trouble after stopping the car on a grade. Mention of a recent occurrence will best illustrate a hint to the driver. A car fitted with a pressure system using a gear pump driven from the timing gears, was stopped on a fairly steep grade, the car facing the top of the hill. The engine was shut off and when again started the oil feed failed as shown by the gauge on the dash. It so happened in this case that the pump gears were a little worn which made matters worse and this would have been still worse had the oil in the sump been low. Priming of the pump had to be resorted to get the pump working again. In cases where the pump is worn, or the level low, or the oil too thin, the driver should stop the car facing downward, so that the oil will rush forward in the crankcase and partly cover the pump. If priming of the pump does not cause oil to squirt from the disconnected feed line, force air under pressure through the line in the expectation of forcing out an obstruction. This should be done after the oil has been drained from the system because otherwise the dirt would get back in the oil again and might get back in the line again. If there is an obstruction you might blow it into the crankcase, which should then be flushed with kerosene.

Changing Oils

This is the time the owner should be reminded to change the oil in all compartments—engine, clutch, gear-set, rear axle. It is usual to employ a heavier grade of oil in summer than was used during the colder weather because of the action of heat in thinning oil. The gear cases require a heavy oil or a special gear compound. Some use grease though it is not recommended for gear cases. The clutch if a running-in-oil-type may call for less dilution of the oil with kerosene.

When the Vacuum Tank Fails

If you can with certainty point to the vacuum tank as the source of fuel feed trouble, it can be overcome temporarily in order to get to a garage, by blowing into the main fuel tank at intervals. The job of forcing air into the vacuum tank to fill it, is not a pleasant one but then by filling it every quarter mile or so you can get to a garage. Of course, if you have a spare supply of gasoline in the car, the tank can be filled through the vent hole.

When Tires Get Old

Some casings start to stretch after much use and it requires much more time to inflate in order to get the required shape. A stretched casing should not be pumped up too hard. Life of casings of this kind can be

considerably prolonged by the use of reeliners.

Confusing Meter Readings

Many owners become unduly alarmed because the ammeter shows a higher charging rate when driving twenty or twenty-five miles an hour than it does at thirty or thirty-five. This is desirable and is the result of much study in the part of electrical experts to produce this condition. A high charging rate is necessary for the man who makes frequent stops and travels short distances because of the demand upon the battery for starting and the comparatively short duration of the charges going into the battery. On the other hand the man who drives long distances making fewer stops, is giving the battery a steady charge of considerable duration. From this it will be evident that the engineer's skill in producing higher charging rate at slow speed makes it possible to take care of the owners who stop frequently, and by automatic reduction of the charging rate at a higher rate of speed, touring conditions are also taken care of.

For Brightening Leather Upholstery

A very good leather dressing may be made of equal parts of glycerine and sweet oil. After applying with a cloth the dressing should remain on the leather for about twenty minutes, after which the upholstery should be wiped dry. As an ordinary cleaner for leather a good soap and some water should be used, applying the soap with a sponge and finishing with chamois skin.

Use Old Oil

Oil drained from the engine and gear compartments should not be thrown away. One of the many uses for it is for oiling spring leaves. It also should be used for exposed parts such as the brake connections. The careful owner will filter the oil before using it again.

Peculiar Ignition Trouble

The owner of a car using battery ignition and a generator for charging and feeding at the higher speeds, could run at low speeds but not at all when the throttle is opened. In other words, the engine would run slowly idling, would just pull the car along at six miles an hour, but as soon as greater speed was attempted the engine would stop. The cause was found to be in a broken generator drive chain, cutting the

Steam Vehicle History Dates Back To 1770

"The first actual attempt at driving a vehicle by steam seems to have been the three-wheeled conveyance constructed by Cugnot in 1770. A single wheel in front served as a steering and driving wheel. A pair of cylinders acting upon a crankshaft was geared by a ratchet to the axle shaft. The boiler was located in front of the engine, and both boiler and engine overhung the front wheel. This wagon was capable of making a speed of two and one-quarter miles per hour, but was unmanageable from the standpoint of steering. The original model is preserved in the Conservatory Des Arts et Metiers, in Paris.

"The first authentic mention of a power-propelled road carriage is found in a patent taken out by Watt in 1784, which describes the application of a steam engine for the purpose of locomotion.

"Speedily following this, in 1786, a steam carriage was built by Murdoch, Watt's assistant, and was run upon the high road in Cornwall.

"Further experiments were made by William Symington, to whom the idea probably occurred at about the same time as to Watt.

"Oliver Evans, an American inventor, likewise constructed a working model in 1787, and obtained rights in Pennsylvania and Maryland to operate steam road wagons.

"Some years later (1802), other attempts were made by Trevethick and Vivian in England, but were shortly discontinued due probably to the generally poor condition of the roads, and still more probably by the attraction of enterprise and capital to the improvement of railroads, the introduction of which had then begun.

"For about thirty years the subject was left in abeyance, when it was revived again by Griffiths, Brunel, Gurney and Hancock.

"Steam carriages constructed by these inventors were run in various parts of England and Scotland, but did not prove profitable undertakings.

"In 1839, Hancock built and operated several steam omnibuses in the city of London.

"This type of vehicle when carrying supplies of water and fuel, but without passengers, weighed about three and one-half tons. In general practice it attained a speed of ten miles per hour, but on exceptionally good roads was capable of a speed of about twenty miles. Much opposition was presented to militate against the operation of steam vehicles so that their use practically became extinct. Prohibitive tolls were extorted on the turnpike roads, and road laws were passed which provided that a man had to walk in front of a car waving a red flag.

"Not until 1889 was there a substantial revival in motor driven vehicles, and from that time on rapid strides were made in the development of cars. Among the early builders of Steam automobiles in this country may be mentioned the Baldwin Automobile Company of Providence, Rhode Island; the Milwaukee Automobile Company, Messrs. F. E. & F. O. Stanley, the Locomobile Company and, a little later, the White Company of Cleveland."

—Abner Doble, of the General Engineering Co., Detroit, in a paper read before the Metropolitan section, S. A. E.

generator out entirely so it could not feed when the battery was cut out. This same trouble could be had by trouble in the generator itself, though the unit is revolving. This brings up the importance of watching the ammeter or other indicating instrument on the dash.

A Make-Shift Tire Repair

A good safeguard against delays on the road occasioned by tire trouble, is to carry in the car a quantity of tightly woven cloth. On a recent trip two pieces of cloth, about one foot by two, were used successfully as blowout patches. The cloth was wound around the tube at the points where the casing breaks appeared.

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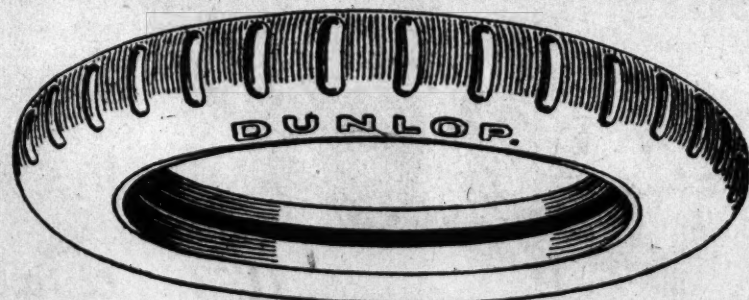
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LIBERAL CONDITIONS AND MODERATE RATES

The Mixing Of Justice With Common Sense

By Alexander Johnston
(In Motor)

How Magistrate House, of the New York Traffic Court, is trying to educate the motoring and general public to keep out of court.

Within the space of ten years, the period during which the motor car has assumed the predominating position in the field of highway transportation, the problem of urban traffic regulation has reached what amounts to a critical stage. The streets of our cities were not laid out to accommodate rapidly moving vehicles such as motor cars. In the days of slow-moving horse-drawn traffic, vehicles and pedestrians could use the same thoroughfare without particular danger or inconvenience. Where it was necessary actually to mingle the two types of traffic, as at cross-walks, there was little real danger and accidents were few. But this situation was suddenly injected a new vehicle, flexible beyond previous dreams and traveling at ten times the maximum speed of horse-drawn traffic. The simple fact is the streets were not designed to cope with the situation and accidents began to multiply.

As a result of this condition every city in the country has enacted traffic control laws, limiting the speed of all vehicles, and otherwise directing their operation as seemed necessary from time to time. As the motor vehicles increased in numbers, the cases in which they were involved multiplied, by degrees it came about that the courts were flooded with automobile and general traffic cases, until a grave condition of calendar congestion existed.

Finally matters reached a stage where something had to be done and several of the progressive cities met the situation by instituting special traffic courts, devoted exclusively to handling highway traffic cases. In Chicago Judge Sabath was placed in charge of this special court and Cleveland has established a similar court under Judge Powell. New York took the same step nearly two years ago and the task of organizing the Traffic Court of New York City was placed in the hands of Magistrate Frederick B. House.

Into Judge House's keeping has been given the administration of all the manifold laws that have been found necessary to regulate the vehicular movements of the 6,000,000 inhabitants of New York, included in which total are the 80,000 owners of motor vehicles, registered within the limits of the greater city.

Traffic Regulation For 6,000,000
The task of regulating the legal aspects of the traffic of a densely packed population of 6,000,000 souls is one that might well have given Solomon a headache and Marm-al-Raschid an attack of the blind staggers. Think of trying to act as arbiter among the conflicting rights and privileges of a population equal to that of many European nations, gathered into an area of a few square miles, as is the case in the metropolis.

To succeed in such a task the presiding judge must be possessed of as many attributes, mental and moral, as the successful autocrat. He must have in full measure the quality of being "human;" he must be able to put himself in the place of the man who stands before him and yet he must be firm for the absolutely unflinching administration of the laws that have been placed upon the statute books, regardless of whether he approves them or not. He must have more than one man's fair share of what we are accustomed to call "common sense" and heaven help him if he is unprovided with the saving grace of a sense of humor.

For lacking the latter how should he deal with the unfortunate citizen taken while speeding down Eighth Avenue at fifty miles per hour to carry a bottle of medicine to his wife, said bottle proving to be of a quart size with much of the curative fluid already absorbed. How should he deal with the pugnacious individual who persists in believing that he has been framed up by the motorcycle "cop," who by the way spend his own leisure time in prosecuting the case. How should he deal with the fair lady who feels that she has been grossly wronged by the summons for parking her car on the street car tracks while she does a little casual shopping in the immediate neighborhood. How should he deal with the thousand and one cases where the quasi-rights of two free and equal American citizens come into conflict, so that each believes the other to be a scoundrel of the deepest dye, the only possible treatment for whom is the ultimate penalty of the law.

During his term on the bench of the New York Traffic Court, Judge House has tried 21,553 cases. The best proof of the impartiality of his decisions is that in spite of the fact that the law provides a means of appeal in case a convicted defendant feels aggrieved, in only thirty-three cases from the total number has this appeal been taken. It is interesting and significant to note, also, that in no case has the appellant been sustained by the higher court.

Judge House takes the old fashioned view of his duties as administrator of the law and the attitude is most refreshing, since it cuts straight to the end of punishing wrongdoing in exactly the way and to the extent that the law says it shall be punished. In other words Judge House holds that he has been raised to the bench to administer laws placed upon the statute books by the properly constituted authorities and not to promulgate new laws by interpretation. The motor car driver who will take the trouble to look up the laws governing his use of the highways and the penalties provided can tell beforehand exactly what penalty he is going to pay in case he is brought into the Traffic Court and a violation is proved against him. The pedestrian who breaks the highway law will suffer exactly the same fate—the one provided for him by his duly elected lawmakers.

So far the work of Judge House is just the same as that of any other fearless and impartial administrator of the law, who believes in a rigorous enforcement of the statutes given him by the legislators. In another particular, however, the presiding officer of the New York Traffic Court has introduced an innovation in judicial administration of such constructive possibilities for good that it deserves the widest publicity. This innovation takes the form of a campaign aimed at the general public through the newspapers with the design of keeping the said public out of the Traffic Court.

Bulletins To The Press
From his position on the bench Judge House has had the most comprehensive opportunity to learn just what errors of judgment and more direct faultings of the law bring people into the Traffic Court. Twice

from which he is unable to extricate himself." Good common sense that, not only as regards other users of the road, but for the safety of the driver himself.

The question is frequently asked as to the use of a public highway. The law says a public highway is open and free to the reasonable, common and equal use of people on foot or in vehicles. An automobile has the same right to the use of a public highway as other vehicles and a person on foot has the same right to the use of a public highway as an automobile or other vehicle. In using a public highway all are bound to exercise a reasonable care to prevent accidents. Universal acceptance of this bit of common sense would pretty nearly eliminate accidents.

In calling the attention of motorists to the importance of keeping always to the right, Judge House says: "Being on the wrong side of a street when a collision or accident occurs is prima facie evidence of negligent or reckless driving."

In speaking of the growing tendency to park cars in the public streets, Judge House in one of his bulletins calls attention to the possibility of the fire department's being hindered in its work by this practice. He proceeds: "The right of all people to the use of the streets is absolute and paramount. No one has special privileges to make public garages of the city's streets. The driver or operator of an automobile, who leaves his car in the street and goes to a theater or to lunch or some other place and claims that he must have some place to leave his car, is an example of utter selfishness."

The fifth bulletin of the series deals with the observance of the eight foot law regarding street cars. No motor car in New York is permitted to come within eight feet of a street car stopped to take on or discharge passengers. Judge House concludes by saying: "The street car is the only vehicle that thousands of people can use. Consider their rights. Remember that a second or so of delay in the movement of your vehicle may avoid a serious accident."

When he comes to the subject of intoxicating drinks Judge House is emphatic: "Do not imbibe too freely of intoxicating drinks if you wish to be able to operate your car carefully. Driving while in a state of intoxication is in utter disregard of the law. Your motor vehicle becomes a modern juggernaut, likely to maim and kill your own relatives. Use a little common sense to help make the streets safe and avoid the traffic Court."

In bulletins ten and eleven Judge House takes up the relations of motorist and pedestrian, when the latter is in the roadway. "Many operators of automobiles," says he, "seem to think they are not bound to take notice of pedestrians who cross the streets at points other than the regular crossings. They are. The fact that the pedestrian crosses in the middle of a street does not relieve the operator from exercising care and caution."

On the other hand he warns pedestrians in the next bulletin: "A person crossing a public highway should do so at a regular crossing. If badly crossed, he should stand until he can see a clearing. Never start to go across and then suddenly turn back. You should never be in such a hurry that you take great chances in crossing the street. Take your time, wait for an opening and watch the policeman when he gives the signal."

Accidents occur frequently at street intersections and at street corners. Says House in another of his terse summings-up of traffic common sense: "At these points operators and drivers of vehicles should use extra care and precaution. The circumstances are plain and simple. For instance, in turning to the right into another street, the turn should be made as near to the curb as practicable. In turning to the

HYDROGEN GAS AS FUEL

Hydrogen was successfully used as a fuel for an automobile in a test conducted at The Hague, Holland, for the purpose of determining the value of hydrogen as a substitute for existing fuels. The test conducted by the manager of a large taxicab company and Henri Meyer, editor of the Dutch motor journal, *Hot Motor-rywheel*, of Arnheim, Holland, showed the hydrogen can be used without any of the annoyances and irregularities of operation usually supposed would result, such as misfiring and backfiring. The car used in the test was a Spyker taxicab.

The hydrogen was contained in a steel tank six feet long. This tank held 4,600 liters (about 162 cubic feet) compressed to 160 atmospheres, which was sufficient to operate the vehicle for sixteen miles. The gas was fed from the tank through a reduction valve which brought the pressure practically to atmospheric, the feed then being through a three millimeter jet which fed directly into the carburetor mixing chamber. At the start of the test the spark advance was reduced somewhat, but after changes in the mixture were made the spark was carried at full advance without any difficulty.

left into another street the vehicle should first pass to the right and beyond the center of the street intersection before turning. When about to turn visible or audible signals should be given. In no case make what is commonly called a short cut. The observance of these simple rules will tend to lessen accidents and collisions."

Hear what Judge House has to say to pedestrians in the matter of the proper way to cross the street. "Pedestrians should bear in mind that when they start to cross a street, no matter from which side, the traffic always approaches from the left. When they reach the middle of the street, it approaches them from the right. Before stepping from the sidewalk, always look to the left. When reaching the middle of the street always look to the right. By observing

these simple rules you will always see traffic coming toward you."

The fact of the matter is that the traffic of our modern city streets is so far beyond anything that was ever expected and so different from the slow moving vehicles that the streets were built to serve, that only by driving home to all users of the city thoroughfares, pedestrians and drivers alike, the vital importance of care all the time, can we hope to reduce accidents. In the course of time we shall all gain a sort of new sense, an instinct that will automatically tell us just what to do every moment that we are in traffic to avoid injury to ourselves and others. By driving home these simple rules of traffic conduct Judge House is contributing immeasurably to this end. Every decent motorist will wish him all success in the undertaking.

Amateur Advice

A man will say the mixture's wrong, That's why the car runs so—in jerks; Another one will come along And tell you that the trouble lurks Between the spark plugs and the coil; A third will say the gas is bad, Or else she's getting too much oil. (It did that on one car he had.)

By this time some one who is wise Will start to open up the hood; All hands then crowd in and advise, But not one does a bit of good. The juice is tested at the plugs, The engine's almost overhauled; The brakes, the wheels, the rims, the lugs, The cushions, too, are pulled and mauled.

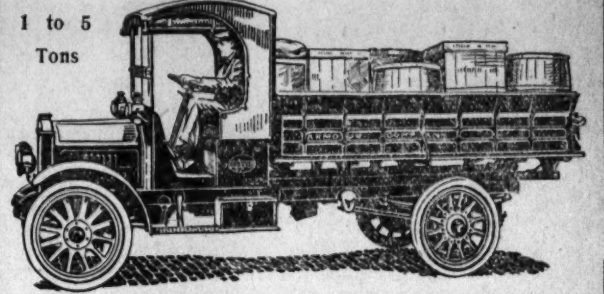
And all this time, the chances are, You stand there quite devoid of spunk, And watch the wreckers at your car— They're fast reducing it to junk. The dirt that first caused all the fuss Has long since disappeared in smoke; And all that you can do is cuss— And pay for what those wreckers broke. H. S. OSBORNE.

Republic Truck Has Doubled Its Output

During the nine months ending April 1, 1918, there were 11,400 Republic trucks built and delivered, as opposed to 5,900 trucks during the same period ending April 1, 1917. The cash receipts for the nine months ending April 1, 1918, were \$12,000,000, as opposed to about \$6,000,000 in the same period of the preceding year.

One of the most encouraging features of this unprecedented increase is the fact that this is regular business and does not include so-called war orders. That these figures would have been far surpassed except for the known shortage of raw material and shipping facilities, not to mention bad roads and consequent inability to drive away is a foregone conclusion.

Vice President Lafayette Markle of the Republic Truck Company states their schedule of production at present is sixty trucks per day, or an approximate output of 2,000 trucks per month. This schedule, he has reason to believe, will be materially boosted in a few months.



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Health. Beauty



And The Home

Making the Feet Happy

By Lina Cavalieri, the Most Famous Living Beauty.

WHEN women come to understand that the perfect freedom and grace of all their movements depend largely upon how their feet feel they will begin to pay more attention to the kind of shoes they buy.

An ill-fitting shoe causes more misery than almost anything else a woman can wear. It must be neither too large nor too small. The one cultivates corns and calluses; the other cramps the foot into a space that prevents any free movement of the bones and muscles of the foot. Do not ask for a certain size when purchasing a pair of new shoes. Ask the man who waits on you to fit your foot.

Remember that any style of shoe that throws any undue pressure upon the ball of the foot will have a tendency to flatten the arch and broaden the foot. It is unfortunate that the arbiters of fashion have not seen fit to condemn modern shoes in favor of the ancient sandal. In my opinion, more harm is done to the feet by the present day footwear than is done to the vital organs by wearing ill-fitting corsets.

A perfect-fitting shoe will keep the toes and the feet as straight and shapely as nature created them. The naked foot should be just as beautiful and as full of character as the hand. In early life the bones are naturally soft and may be readily forced out of their normal shapes by any considerable exterior pressure. It is obvious, then, that to maintain the proper contour of the foot no constricting or binding shoes should be worn.

You must also watch your heels as closely as you would the running time of your watch.

When the bottoms of the heels dis- pose to an inclined plane at the back

or sides, you will find a correspond- ing blister or newly formed callous spot on the sole. Your ounce of prevention is in sending the shoes to the shoemaker the moment you see a hint of crookedness in the heels. They can be planed or built up to their former evenness at very slight ex- pense.

Frequent bathing has much to do with keeping the feet in good condi- tion. And changing the shoes often is better for both feet and shoes. If you are going to a dance in the eve- ning, if you are wise, you will first don an easy lounging garment and give your feet a warm bath. A gal- lon of water into which you have put nearly an ounce of borax will be found strengthening for tired or ten- der feet. Warm salt water is also very useful for tired feet and is es- pecially useful for reducing the con- gestion when they are swollen. An- other simple means of alleviation is lemon juice sprinkled freely into the warm bath water. An easier way to apply it is to cut a lemon in half and rub the soles of the feet with it.

But perhaps you are suffering from corns. Then you should know that corns are merely hardened portions of the skin, usually appearing upon the top of the toes. They speak loud- ly of excessive pressure by your shoes. No Indian ever had a corn until he began wearing the white man's boots. Corns and bunions are the record of the fact that the shoe, as many wear it, is an instrument of torture. Corns can be removed by soaking the feet from fifteen to twenty minutes in water as hot as can be borne and afterward binding a slice of lemon on the corn, tying it secure- ly by a white bandage of muslin.

Bunions, or enlarged or inflamed joints, are the greatest affliction to



"Changing the shoes often is better for both feet and shoes."

Photo Especially Posed by MISS DOROTHY KLEWER at CAMPBELL STUDIOS.

which suffering feet can be subjected. A new broad pair of shoes with low heels is the best remedy. It is also effective to paint the inflamed joint once a day with a mixture made up of equal parts of tincture of iodine, carbolic acid and glycerine.

The masculine habit of resting the feet upon another chair than the one occupied by the sitter has its origin in the instinct of self-preservation. The blood flows too freely into the legs and feet that remain too long

in a suspended position. The veins become engorged, and this causes great discomfort. It is this condi- tion which men seek to relieve by placing their feet on desks and chairs. It is a habit which women may well imitate when alone—at least to the limit of the height of a chair seat.

But do not forget that if the feet are properly clothed, more than half the battle to keep them healthy and happy is won.

Beauty Questions Answered

I AM not yet twenty years old, but I weigh nearly 200 pounds. What can I do to re- duce?—SARA B.

Cut down the amount of food you use at least one-half. Eliminate from your diet sweets of all kinds, including candies, cakes and puddings. Eat sparingly of bread and breakfast foods made of whole ground cereals, and liberally of fruits and succulent vegetables. Drink no tea or coffee and take plenty of exercise in the open air. Limit your sleep to seven hours a night. Take a bath every morning as cold as you can bear it and follow with a brisk rub. It might also be well to consult a physician in regard to your thyroid gland, which may perhaps have some- thing to do with your over-weight.

I AM nothing but "a bag of bones." Is there anything I can do to get fat?—C. C.

Some people are constitutionally thin and nothing they seem able to do will give them an ounce of added weight. Yours may be a case of this sort. How- ever, I wouldn't give up hope. Put your- self on a generous, flesh-making diet, in- cluding an abundance of green, fresh vegetables and much fat in the form of cream, diluted with milk. It might be advisable, also, for you to try the follow- ing iron tonic for a while, taking a tea- spoonful three times a day before meals:

Tincture of chloride of iron, 2 drams
Simple elixir, 3 ounces
Live out of doors all you can. Drink plenty of water; six glasses a day are not too much. Rest often. Sleep as much as you can and do not worry. It is the wor- riers that stay thin.

WHAT makes a person blush and how can a girl prevent doing it almost every time any- body speaks to her?—L. S.

Blushing is usually caused by a relaxa- tion of the walls of the capillaries under the pressure of the blood, combined with a rather thin skin, which permits the blood to be seen. The real cause is usu- ally some sudden emotion of anger, sur- prise or embarrassment. Blushing may continue throughout the greater part of life if the cause which produces it re- mains active. As the skin grows sallow

or thickens with age the rush of blood is not so easily apparent. All nerves are sensitive, but in some persons and in certain diseases the nerves are more- easily impressed to such a degree as to become annoying. There is no cure for this condition except avoidance of the ex- citing cause, plain, wholesome food and correct habits of life. Most people are glad that they are able to blush, and in a woman it is an index of beauty. As you grow more hardened to the vicissitudes of life and the skin grows less transparent with age visible blushing apparently is diminished.

I HAVE some very small moles about the size of a pinhead scattered over my face at inter- vals. Do you advise their re- moval?—MARION W.

My advice is not to tamper with those moles. Since they are so small I would not consider them in any way a disfigure- ment. Moreover, I do not care to advise anything that would assist in their re- moval, because I think it would be dan- gerous. See how many beauties put a black patch of court plaster on their faces to emphasize their complexions! Some even put on two or three. Just think how fortunate you are that Nature has played up this contrast for you so effectively. I know a woman who has a tiny mole on her lower lip and it is so irresistibly at- tractive that almost every man she knows well has confessed to a secret desire at some time or other to kiss that mole.

WHAT will promote the growth of the hair after it has been badly singed or burnt?—ETHEL.

I am myself much opposed to singeing the hair, though if it is done by an ex- pert there may be a certain amount of benefit to be derived from this treatment. If you can procure some absolutely pure bay rum and apply this daily to the scalp you will find its action quite refreshing and the tone of the hair will be im- proved almost immediately. But pure bay rum is extremely difficult to obtain just now. For this reason I would advise you to try the following, which should be rubbed into your scalp just before retiring on the night previous to your sham- pooning day:

Lanolin, 1 ounce
Sulphur, 1/4 ounce

How Rice Meets the Test of Health and Economy

NO, it is not oatmeal, cornmeal, grits or hominy. And it is not any of the ready-cooked cereals, or cream of wheat, or samp, or cracked wheat or barley. Nor is it farina, graham porridge or rye mush. It is nothing less than rice, which contains in reality a surpris- ingly high content of nourishment. Did you know that, except for milk, it ranks higher, perhaps, than any other form of food in the world?

Certainly no other cereal or vege- table product can surpass it in strength, health and true energy-giv- ing properties. And if the whole rice, which is sometimes called brown rice, is used, it makes such a savory and appetizing dish—if properly cooked—that it can be used for an entire meal three times a day, not only without injury, but with con- siderable pleasure and enjoyment by every one except the grouchy dys- peptic, to whom a dish of strawber- ries and cream is not a foretaste of heaven, but an anticipatory agony which even Dante could not describe.

For this reason, if for no other, the call for economy should induce the housekeeper to learn at least some of the many different ways in which rice may be prepared and served. It is delicious as a cereal in the morn- ing with sugar and cream; it makes

a tempting dish for luncheon, when accompanied by a dainty chop or a broiled steak; and it makes a royal feast when served for dinner with a roast or a baked filet de sole.

For centuries both the Chinese and Japanese nations have practically subsisted on rice alone. In India it is universally consumed, where it grows wild, and is one of the most hardy of that country's native plants. At the present time nearly one-third of the human race is kept alive by the consumption of rice. We even find mention of it in a number of historical documents written several hundred years before Christ.

Among the Chinese, the word "fan" which is their designation for rice, is found in a great many of their compound words, showing the wide universality of its use among all classes. Thus their word for a beggar is "ton-fan-tee" or "the rice- seeking one." And their ordinary word of greeting, "Che-fan," which corresponds to our "How do you do?" means literally "Have you eaten your rice?"

Rice flour is also a valuable ad- junct in the household. It is made from the broken and unused frag- ments of the grain, which is crushed and ground into a flour of varying degrees of fineness.

Rice, of course, contains an un- usually large per cent of starch. Be- cause of this, it is better to add a

certain amount of nitrogenous food to any meal where rice is served as one of the principal dishes. But either peas, beans or milk will an- swer admirably as a supplemental diet to rice. Accordingly when rice is cooked in milk, or milk is added afterward, every element of a per- fect food is present.

Moreover, rice can be assimilated and thoroughly digested in a little less than an hour's time. It is, therefore, an excellent food for a sedentary worker, as well as for any one leading a more normal and active out-of-door existence.

To cook rice well, it is essential that it first be washed thoroughly, as otherwise it will have an unwhole- some earthy taste. Put it in a col- ander and set the whole into a deep pan of water. Then rub the rice with the hands, lifting the colander many times in and out of the water; changing the water until it is clear, and afterward drain. The best method of cooking the rice is to steam it until each grain of rice is separate and yet perfectly tender. To be boiled in the ordinary manner rice requires two quarts of boiling water to one cupful of rice, because it swells in the cooking. The addition of a cupful of milk and a tea- spoonful of butter will make the rice deliciously palatable and a dish pec- uliarly pleasing to a thoroughly normal and unperverted taste.

What the Doctor Advises

By Brice Belden, M. D.

MY daughter, three years old, catches cold very readily and suffers from fre- quent attacks of tonsillitis. I have hesitated to have the tonsils removed because she is so delicate. Do you think an operation would do her any harm?—E.

The child's poor health is in all prob- ability due to chronically diseased ton- sils. The constant absorption of pus ac- counts for her poor condition. You would be doing the child an injustice not to deal radically with such a menace.

ALTHOUGH I am only a young girl I have been operated upon several times for abdominal adhesions. Kindly let me know if there is a cure for them or not.—M. L.

Adhesions following abdominal opera- tions are one of the surgeon's greatest bugbears. The greatest care is always taken to prevent them, and yet they oc- casionally do occur. If they cause seri- ous symptoms, such as partial or com- plete intestinal obstruction, operative in- tervention is necessary, when the sur- geon separates the adhesions and again attempts to prevent recurrence. Opera- tions have a number of methods of deal- ing with this unfortunate complication of abdominal work. You must be guided by the advice of the surgeon who has had your case in charge.

KINDLY suggest some- thing to relieve a young man who suffers from asthma, especially in the Spring and Fall? Would a change of climate benefit him?—D. J. H.

Careful search must be made for nasal disease. Change of climate, even though slight, usually proves of decided service, but the choice of locality must be de- termined very largely by the personal experience of the patient. A dry atmo- sphere with a moderate elevation is best suited to the majority. One of the best remedies is iodide of Potash (5 drops of a saturated solution thrice daily, half an hour before meals, in water or milk; to be increased to 10 drops in one week). This should be taken in the intervals be- tween attacks. Strong black coffee some- times acts most happily during the acute attacks. When the attacks are severe special measures must be applied by the physician. Your statement that the at- tacks are most marked in the Spring and Fall suggests that hay fever enters into the problem; in that case the pollen treatment is effective, but this has to be applied by a physician; the particular pollen or pollens responsible for the at- tacks must be determined and the pa- tient's sensitiveness to them overcome by a process of immunization started be- fore the expected seasonal attack.

PLEASE explain what causes a clot to form in an abdominal operation. Can such a clot be dissolved or is it a fatal complica- tion?—H. A. A.

All hemorrhage and oozing must be controlled before completion of the oper- ation, else such a clot is likely to form, because of that property of the blood which causes it to coagulate when out- side of the vessel walls. Nature can take care of most clots by a process of organization and absorption. If, how- ever, the clot is infected, serious trouble is likely to ensue, but this can usually be dealt with effectively by well developed surgical measures. If the patient is a bleeder (one whose blood does not coag- ulate in the normal manner), the situation is very serious, but even in such cases preventives and controlling measures are well understood and effectively ap- plied.

WHAT is the best treatment for ringworm?—R. T.

The best and quickest cure is X-ray treatment. One exposure does the work. Two weeks after the exposure the hairs loosen and begin to fall out. Three days later the scalp is shampooed with sulphur soap. The shampoo is repeated for several days, and the ringworm area becomes completely bald. This baldness remains for about two months, after which the hair comes in again. It takes about four months for the hair to be completely re- stored. If the hair does not fall out as described after the first raying, another is given a month later. It is possible now to regulate X-ray dosage accurately. Perhaps the next best treatment is the application of an ointment consisting of one dram of crystals of lodin mixed with seven drams of goose grease. But it takes from six to nine months to cure the average case by such medical remedies.

A YEAR ago my son, aged eleven years, caught a cold. After he was over it for awhile he complained that his right leg felt numb and cold. No improvement has followed the use of var- ious remedies and the leg is now thinner and weaker than the other; it is still numb and cold and he walks lame. Otherwise his health is good. Do you think this trouble is due to rheuma- tism and what would you suggest for it?—C. F. B.

Your description suggests infantile paralysis, otherwise known as poliomyel- itis. It should be possible to make a positive diagnosis and apply the neces- sary treatment, which consists of skillful massage, electrically generated heat and re-education of the particular muscles involved.

I AM twenty-nine years of age, weigh 165 pounds, am 5 feet 4 inches in height and am the mother of three children. Un- less I keep very active I go to sleep at any time. I am always tired, have to do my work against my will and am troubled much of the time by sensations like pins and needles in my hands and feet. When I get out of bed something happens to the circulation of blood in my head, producing a dull, unpleasant feeling. These symptoms have been getting worse each year. Am a heavy coffee drinker. Please advise me, as I am grow- ing very weary of my life.—A. B.

You have made your own diagnosis. You are suffering from chronic caffeine poisoning. The picture drawn is quite characteristic. The over-stimulation caused by the abuse of coffee is followed by depression, which accounts for your fatigue and mental symptoms. The un- pleasant sensations in the extremities are due to a caffeine neuritis. The head symptoms in the morning are due to low blood pressure, in other words depression of the circulation. What should be done is quite obvious.

MY six months' old baby is gaining normally in weight, but gets distressed and restless at nursings and is constipated. The stools are slimy, but normal in color. Is there too much fat in the milk, and if so, is there any remedy for this?—R. M.

An excess of fat shows in the form of small, soft curds, which, spread on manila wrapping paper, will give up the excess- ive fat, the fat being seen to come through on the under side of the paper. Too much fat in the mother's dietary will cause constipation. Sometimes instead of the stools being curdy they are either soapy or very slimy, and the bowels may be loose instead of constipated. A de- crease in the amount of meat eaten by the mother, as well as of the purely fatty foods, will reduce the amount of in- testinal indigestion in the baby from the excess of fat. Nurse the baby every three hours during the day; no feeding at night. The importance of regularity cannot be too strongly emphasized; fail- ure to observe this rule results in indig- estion and malnutrition; even when the constituents of the milk are normally proportioned, a child may suffer from marked intestinal disorder from irregu- larity in nursing. Prolonged nursing is another cause of indigestion; the breast should be emptied in from ten to fifteen minutes, certainly not longer than twenty minutes.

How Frankness Will Help Us Win the War

IT is generally agreed that we are in this war to win. It is also agreed that it is the duty of each one of us, man, woman or child, to do what he can to help. Most of us are only too eager to grasp any opportunity. Those of us who cannot fight, save and serve in other ways, gladly. We are perfectly willing to do without anything the Government decides is needed for our soldiers or our allies. But a difficulty has arisen in the suspicion on the part of the public that the saving affected goes mostly into the pockets of the merchants and corporations.

When we hear that our gas is to be stripped of eleven million gallons of toluol to supply high explosives for the army, we are willing to use the poorer quality of gas cheerfully, if we know that the Government and not the gas company profits thereby. If we go into a hotel and find the

meat and wheat portions reduced in size, we want to know—and rightly—why the price, also, is not reduced. If we carry home our purchases and pay cash, how can we know our con- sideration benefits any one but the merchant?

Here is a big cause for misunder- standing and the business men of the country must clear it away if we are to co-operate successfully. "The public always helps when the public knows," as a recent editorial writer puts it, but lack of information and distrust create an antagonistic state of mind and an ill-feeling is de- veloped that will inevitably defeat our best efforts.

To combat this successfully, busi- ness men should be frank. When people suspect unfair methods on the part of the business man, they are probably ignorant of prices and would not see a reduction unless it was carefully pointed out to them.

One large New York hostelry

states the reduction in prices in per- centages on the menu card. This is frank and disarms criticism at the start, for it is plainly honest and fair. Why shouldn't the hotel man give us the value of the meat or the wheat he has removed from our order at the behest of the Food Ad- ministration? We want to help the Government, but we abhor any and all profiteers. The man who uses the war needs of our nation as an excuse for gathering in a few extra shekels for himself rouses our indigna- tion. And when those shekels are taken from us under the guise of "patriotism," ours is indeed a right- eous wrath.

Therefore, let the merchant and the hotel man and their varied fraternity plan a campaign of edu- cation for us in these matters. If they have reduced the price of a commodity because of a substitute it contains, be frank and say so. Tell us why and we will be satisfied.

MAILS CLOSE.

place, first \$18.20; second \$6.60; third \$11.60.
Cash sweep, first, 197; second, 39; third, 98; unplaced, 194, 22, 492, 249, 104, 256, 110.
2.—The Newbrook Stakes.—Value \$300. Second pony \$100. Third pony \$50. For China ponies. Weight for inches as per scale. Winner at this meeting, 6 lbs. extra. Maidens allowed 10 lbs. 1½ miles.
Mr. F. S. Gibbings' grey Standard Dahlia, Mr. Rowe 144-1
Mr. Henry Morris' brown Cranfield, Mr. Heard 155-2
Mr. Cloud's white Railway, Mr. J. L. Hwa 155-3
Also ran:—Zang Bah San, late Bar Day, Mr. Springfield; Twenty-Two Carat, Mr. Chu.
Two lengths; many lengths. Time 2:52 4/5.
Pari-mutuel, for win, \$10.50; for place, first \$6.10; second \$7.40.
Cash sweep, first, 121; second, 451; third, 72; unplaced, 546, 151.
4.—The Omnium Handicap.—Value \$400. Second pony \$100. Third pony \$50. For griffins of the year that have started at Kiangwan. Weights will be published on morning of the race. Winners, after publication of the weights, five lbs. extra. Nine furlongs.
Mr. Day's grey Shenkoland, Mr. Burkill's 155-1
Mr. Tuckson's black Polar Star, Mr. Hill 153-2
Captain Johnson's chestnut Jomberg, Mr. Broad 148-3
Also ran:—Daintysand, Mr. Crokams; The Globe, Mr. Morris; Revenge, Mr. J. L. Hwa; Medina-Ridona, Mr. Rowe; Joyland, Mr. Katsura; Alaka, Mr. Lau; Malla, Mr. Heard; Johnston, Mr. T. L. Hwa; Tze Lan Hwa, Mr. Springfield; Sans Pour, Mr. Johnston; Crest, Mr. Vida.
Many lengths; four lengths. Time 2:24.
Pari-mutuel, for win, \$45.50; for place, first \$15.20; second \$8.60; third \$21.70.
Cash sweep, first, 40; second, 416; third, 135; unplaced, 483, 25, 372, 216, 227, 208, 297, 134, 182, 215, 513.
5.—The Badminton Stakes.—Value \$300. Second pony \$100. Third pony \$50. For China ponies. Weight for inches as per scale. Ponies that have won three races this year, 5 lbs. extra; if more, 10 lbs. extra. Non-winners of this year allowed 5 lbs. Maidens, allowed 10 lbs.—One mile.
Mr. Meguro's white Matai-kase, Mr. Lion 142-1
Mr. C. R. Burkill's grey Winsome Dahlia, Mr. Morris 152-2
Mr. Bonar's black Black Jester, Mr. Springfield 164-3
Also ran:—Jewel Crown, Mr. Nagai; Double, Mr. Burkill; Hain Ming, Mr. Hill; Silver Streak, Mr. Johnston.
Short head; many lengths. Time 2:14.
Pari-mutuel, for win, \$78.00; for place, first \$20.70; second \$14.00; third \$13.10.
Cash sweep, first, 377; second, 459; third, 446; unplaced, 333, 358, 302, 538.
6.—The Saturday Selling Plate.—Value \$400. Second pony \$100. Third pony \$50. For China ponies. Winner to be sold for \$200, weight for inches as per scale; if entered to be sold for \$200, allowed 5 lbs; if entered to be sold for \$100, allowed 10 lbs.—Seven furlongs.
Mr. E. B. Rose's chestnut Jingle Johnnie, Mr. J. L. Hwa 148-1
Mr. B. D. Keith's bay Wild Gamble, Mr. H. E. Morris 143-2
Mr. Day's black Zomba, Mr. T. L. Hwa 145-3
Also ran:—The Book, Mr. Lau; Tika, Mr. T. L. Hwa; North Star, Mr. Crokams; The Outcast, late Saffron, Mr. Springfield; Settlement, Mr. 2, S. B. Rowe; Kamikaze, Mr. Katsura; Blackwood, Mr. S. P. Ma; Fresno, Mr. Heard; Peronne, Mr. William Hill; Ruffs Gude, Mr. H. E. Hu.
A neck; two lengths. Time 2:01 2/5.
Pari-mutuel, for win, \$18.60; for place, first \$9.60; second \$10.60; third \$28.60.
Cash sweep, first, 35; second, 411; third, 304; unplaced, 27, 393, 162, 246, 160, 292, 187, 382, 267, 445.
7.—The Horseshoe Handicap.—Value \$400. Second pony \$100. Third pony \$50. For China ponies that have started at either the 43rd, 44th or 45th meeting. Weights will be published on morning of the race.—1½ miles.
Mr. Bonar's grey Battle Dawn, Mr. Hill 150-1
Messrs. Tong and Speelman's dual grey Lamerock, Mr. Heard 160-2
Mr. John Johnston's cream Springfield, Mr. Johnston 153-3
Also ran:—Nativeland, Mr. J. L. Hwa; Purity, Mr. Vida; Railway, J. Liou; Formosa Chief, Mr. Rowe; Ching Ning Hwa, Mr. T. L. Hwa; Taihyo, Mr. Nagai.
A head; many lengths. Time 2:50 2/5.
Pari-mutuel, for win, \$22.30; for place, first \$9.70; second \$7.70; third \$11.60.
Cash sweep, first, 292; second, 216; third, 270; unplaced, 360, 509, 359, 450, 416, 398.
8.—The Farewell Plate.—Value \$300. Second pony \$100. Third pony \$50. For China ponies that have started twice and not won a race at this meeting. Weight for inches as per scale. Griffins of the year that have not been placed allowed 10 lbs.—Seven furlongs.
Mr. Cloud's grey Sideway, Mr. H. E. Hu 152-1
Mr. C. R. Burkill's chestnut London, Mr. J. L. Hwa 152-2
Mr. Tuckson's dun Western Star, late Macathiel, Mr. Hill 155-3
Also ran:—The Outcast, late Saffron, Mr. Springfield; Joyland, Mr. Y. Katsura; Medina-Ridona, Mr. Rowe; Jewel Crown, Mr. T. L. Hwa; Crokams, Mr. Johnston, Mr. T.

Just Gossip

(Continued from Page 1)

month or two before we will welcome both the actor manager and Miss Doris Phillips. What a delightful day she made. Do you remember it?

The coming theatrical season is full of possibilities. The amateurs are already getting busy with shows. Mrs. Isenman hopes to put on a musical fantasy in the Autumn, and with this talented actress at the head of things, the production is sure to be a success. Rumor has it that the show will be called "The Mermaid" and that Mr. de Luca has written the music, and a well known lady had been responsible for the script. Good luck to it.

Gordon Morris, the runner up for the hillard championship this year, has left for home, and instead of putting the red or making cannons off the cash, he is going to try and put German films and direct the cannons upon the German hordes. We all hope that whenever a German takes a pot at Gordon the best he will score is a miss. Au Revoir.

The Specials will be out next Tuesday. Blow your whistle.

Ex-Champion Jim Corbett On Training For Prize Ring

By James J. Corbett

Probably the most glaring fault among present-day boxers is their failure to train faithfully for their contests. Instead of spending many weeks in conditioning themselves, most of them go through spasmodic training for a few days before the fight is to take place. As a result they go into the ring lacking in real stamina, unequipped to travel a rapid pace, and slow, listless bouts are the result.

A poorly trained fighter three quickly. He usually goes out in an effort to finish his foe in the first two or three rounds. If he fails to do so all of his real strength is gone. To save himself from being beaten down before the fight comes to an end he must resort to clinching. If his foe is in the same untrained plight both are leg and arm weary. So they resort to stalling and clinching through the remaining rounds. That is why most battles of the present day have come to be nothing more nor less than hugging affairs.

A man who goes into the ring to box, no matter if it is for six rounds, ten rounds, twenty rounds or to a finish, should never make the error of not training properly. The history of the ring shows that most of the champions went down to defeat simply because they didn't train to the utmost of their ability. Many held their foes too cheaply and entered the ring with muscles softened by easy living, lacking in wind and in endurance. They were caught flatfooted by a superbly trained foe—and the championship changed hands.

Back in the days when I was a pugilistic performer it was always my thought that training of the most vigorous kind was vitally necessary for each and every bout in which I figured. There were times in those days when I took on foes of the "dub" variety. I never held any of them cheaply. Whenever I fought, no matter who was the opponent, I was in topnotch condition. And that is a good rule for every fighter to follow.

Boxers of the present day who lack perfection in one or another of the divisions of the sport don't devote hours and days and weeks in an effort to overcome it. If the boys of my time had a fault they spent weeks, months and even years in trying to correct it. They aimed for perfection.

When I entered the professional branch of boxing my wrists and forearms were extremely slender. Some experts felt that I never would get anywhere. They felt that my wrist was too frail to enable me to hit a knockout punch without fracturing it. Realizing that what those fellows said was largely true and that my slender wrists marred my pugilistic future, I set about correcting that condition.

For one solid year afterward I devoted one hour every day to working on the wrist machines and to the performance of work and exercise intended to develop the wrists. Any man who has ever worked on the wrist machines for ten minutes knows what a tiresome and monotonous task it is. It appeared to me the same way it does to the others. But I kept at it for sixty minutes each day—sixty consecutive minutes, and not five minutes now, ten minutes then, and so on. My pugilistic success depended largely upon the strengthening of my wrists—and I never ceased in any

Sandy's Great Record

F. A. sends THE CHINA PRESS the following data on the past performance of Mr. John Johnston's pony Sandy. With eight consecutive wins in one year out of eight races started in, it is, as F. A. says, a great record. The figures follow:

		Distance	Time	Place
Hongkong	Feb. 21, 1918	1 mile	2:04	2nd
"	Feb. 22, 1918	1½ mile	3:10	Unplaced
"	Feb. 23, 1918	1 mile	2:05	1st
Kiangwan	Oct. 19, 1918	1½ mile	3:42	2nd
Shanghai	Nov. 10, 1918	1 mile	Unplaced	
Kiangwan	Nov. 18, 1918	1 mile	2:05	1st
"	Nov. 25, 1918	1½ mile	2:39	1st
Hongkong	Feb. 26, 1917	1 mile	1st (Dead heat)	
"	Feb. 27, 1917	9 furlongs	1st	
"	Feb. 28, 1917	1½ mile	2nd	
Shanghai	May 17, 1917	¾ mile	57.16	Unplaced
"	May 1917	¾ mile	1:29	1st
Kiangwan	May 26, 1917	1 mile	2:03	3rd
"	May 28, 1917	9 furlongs	2:23	Unplaced
"	June 23, 1917	7 furlongs	1:48	2nd
"	June 23, 1917	1 mile	2:06	2nd
Shanghai	Nov. 12, 1917	1 mile	2:04	2nd
"	Nov. 13, 1917	¾ mile	1:30	3rd
"	Nov. 14, 1917	7 furlongs	1:46	3rd
Kiangwan	Nov. 24, 1917	¾ mile	57	1st
Hongkong	Feb. 15, 1918	1 mile	1st	
"	Feb. 26, 1918	9 furlongs	1st	
Shanghai	May 13, 1918	¾ mile	58	1st
"	May 14, 1918	¾ mile	1:29	1st
"	May 15, 1918	7 furlongs	1:47	1st
Kiangwan	May 20, 1918	1 mile	2:05	1st
"	June 1, 1918	¾ mile	1:30 3/5	1st
"	June 13, 1918	1 mile	2:05	1st

mile run late in the afternoon. There is nothing that goes so far toward developing the leg and arm muscles and the wind as road work. We used to pick out the hilliest sections possible and whenever we struck any incline we would go up at top speed. It was tiresome and hard at first, but eventually we were able to do the trick without much trouble.

The on-time boxers—the boys of my day—didn't stop with three or six rounds of boxing in training, as do the men of today. We would box from ten to thirty rounds each day.

Or if we didn't do that we would put on a ten or fifteen round bout and then spend the rest of the time in shadow boxing and dancing, which brought about exertions just as violent. Frequently in my championship days I would box ten or fifteen rounds without a stop. I would have two or three of my sparring partners ready for action when my work began. I would box one for the full three-minute round, and as soon as it was over he would retire for a rest and the second one would jump into action immediately, and when we had

boxed the three minutes the third one would come on and box with me for three minutes. Then the first would come back for the fourth round, the second for the fifth, and so on. Each of those boys would have a rest of eight minutes between rounds. I never rested for one second. It was hard work, fast work and tiresome—but it brought me to the highest possible point in condition.

The new generation of boxers would put themselves into tip-top fighting condition if they followed the example of the old-timers.

Your Doctor

will advise you not to drink unfiltered water.

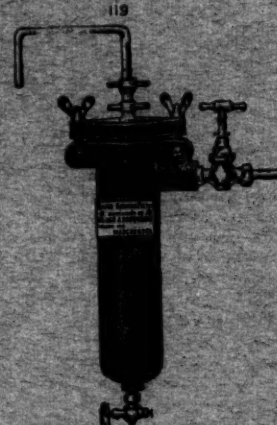
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